



REGULAR WORK SESSION & MEETING OF THE CITY COUNCIL

November 14, 2016

ADDISON TOWN HALL

5300 BELT LINE RD., DALLAS, TX 75254

5:00 PM DINNER & WORKSESSION

7:30 PM REGULAR MEETING

8:30 PM EXECUTIVE SESSION

WORK SESSION

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1. Present And Discuss Changes To The Addison Police Departments' Racial Profiling Data Collection Process; Training Related To Public Safety Personnel Regarding Racial Profiling And Racial Sensitivity, Diffusing Critical Incidents, And Emotionally And Mentally Disturbed Persons.
 2. Present And Discuss Information Related To The Town Of Addison's Participation In The Texas Municipal Retirement System (TMRS).
 3. Present And Discuss The Housing Policy For The Town of Addison.
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REGULAR MEETING

Pledge of Allegiance

Announcements and Acknowledgements regarding Town and Council Events and Activities

Discussion of Events/Meetings

4. Public Comment.

The City Council invites citizens to address the City Council on any topic not on this agenda. Please fill out a **City Council Appearance Card** and submit it to a city staff member prior to Public Participation. Speakers are allowed **up to three (3) minutes per speaker** with **fifteen (15) total minutes** on items of interest or concern and not on items that are on the current agenda. In accordance with the Texas Open Meetings Act, the City Council cannot take action on items not listed on the agenda. The Council may choose to place the item on a future agenda.

Consent Agenda:

All items listed under the Consent Agenda are considered routine by the City Council and will be enacted by one motion with no individual consideration. If individual consideration of an item is requested, it will be pulled from the Consent Agenda and discussed separately.

5. Consider Authorizing The City Manager To **Approve A Final Payment To McMahon Contracting, LP., For The Construction Of The Northwest Drainage Channel Located On The Addison Airport** In The Amount Of \$120,320.67.

6. Consider A **Resolution Approving An Interlocal Agreement With The Trinity River Authority For The Monitoring Of Wastewater For Certain Industrial Uses.**

7. Consider A **Resolution Approving An Interlocal Agreement With Dallas County Health And Human Services For Coordinated Health Services.**

Regular Items

8. Hold A Public Hearing, Discuss, And Consider Approval Of An **Ordinance Changing The Zoning On Property Located At The Southeast Corner of Westgrove Drive and Sojourn Drive, Which Property Is Currently Zoned PD, Planned Development, To Approve A New PD, Planned Development, Allowing An Office And Warehouse Building** Case 1742-Z/Knight Renovation.

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9. Hold A Public Hearing, Discuss, And Consider Approval Of A **Resolution Adopting A New Master Transportation Plan For The Town Of Addison**. Case 1750-Z/Town of Addison.

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10. Present And Discuss **Matters Related To Procuring Entertainment For Addison Special Events.**

Executive Session

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11. Closed (executive) session of the Addison City Council pursuant to:

Section 551.074, Tex. Gov. Code, to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee, pertaining to:

- **City Secretary Evaluation**
- **Municipal Judge Evaluation**

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12. **RECONVENE INTO REGULAR SESSION:** In accordance with Texas Government Code, Chapter 551, the City Council will reconvene into Regular Session to consider action, if any, on matters discussed in Executive Session.

Adjourn Meeting

NOTE: The City Council reserves the right to meet in Executive Session closed to the public at any time in the course of this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551, including §551.071 (private consultation with the attorney for the City); §551.072 (purchase, exchange, lease or value of real property); §551.074 (personnel or to hear complaints against personnel); §551.076 (deployment, or specific occasions for implementation of security personnel or devices); and §551.087 (economic development negotiations). Any decision held

on such matters will be taken or conducted in Open Session following the conclusion of the Executive Session.

Posted:

Laura Bell, 11/11/2016, no later than 5:00 pm

**THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES.
PLEASE CALL (972) 450-7017 AT LEAST
48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.**

AI-1993

1.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: Police

AGENDA CAPTION:

Present And Discuss **Changes To The Addison Police Departments' Racial Profiling Data Collection Process; Training Related To Public Safety Personnel Regarding Racial Profiling And Racial Sensitivity, Diffusing Critical Incidents, And Emotionally And Mentally Disturbed Persons.**

BACKGROUND:

Changes To The Addison Police Department Racial Profiling Process

During the Addison Police Department's annual review of internal processes, the department discovered that some policies and protocols regarding racial profile data collection and reporting were outdated due to the recent transition from paper to electronic citations. In order to correct these deficiencies, the department hired one of the most recognized and respected experts in the field of racial profiling in Texas, Dr. Alex del Carmen, Criminologist.

In prior years, the Addison Police Department collected racial profiling data using paper citations and paper arrest cards. Police officers provided the information, which was manually entered into a spreadsheet by dispatch staff at a later date. Prepared by the dispatch supervisor, this spreadsheet provided the data to complete the racial profiling report each year to ensure compliance with Texas state law.

Beginning on January 1, 2016, all paper citations and arrest cards were discontinued as the department moved to the use of electronic ticket writers for all racial profiling-related data collection. During an internal review of operations in late September, the department discovered that some policies and practices regarding data collection were outdated and needed to be updated to reflect the most current state law.

Dr. del Carmen completed his initial assessment October 1, 2016 (attached) and determined five areas for corrective action:

1. Ensure ethnicity (i.e. Hispanics) is counted as required by state law
2. Ensure warnings are not counted as "citations" for the purposes of the racial profiling reporting mechanisms
3. Launch an educational campaign aimed at informing the public on how to file a racial profiling complaint
4. Update the departmental racial profiling policy
5. Perform quarterly audits in order to ensure compliance and perform a review

of 2014 and 2015 data in order to determine if modified reports to the state are required

The department is currently addressing the above recommendations with an estimated completion date of December 1, 2016. Additionally, all officers will receive training regarding the new policies and procedures for collecting racial profiling data.

Moving forward, Dr. del Carmen will conduct quarterly audits, provide employee training as needed and keep the Police Department ahead of any trends and changes regarding racial profiling.

Public Safety Training

To ensure positive community-public safety relationships, the intent is to go beyond state and federal minimum standards and to provide Addison's first responders with a training curriculum that will prepare them for the challenges they may face. The attached training schedules reinforce the Addison Police and Fire departments commitment to the guiding principles of service, justice and fundamental fairness.

RECOMMENDATION:

Information only, no action required.

Attachments

Audit Report - Del Carmen Consulting

APD Training Plan

AFD Training Plan

Compliance Audit Racial Profiling Law Addison Police Department



DEL CARMEN
CONSULTING, LLC



October 1, 2016

Addison Police Department
Chief Paul Spencer
5300 Belt Line Rd.
Dallas, TX 75254

Dear Chief Spencer,

I am pleased to inform you that the audit for the Addison Police Department has been completed. The overall aim of this racial profiling audit is to determine if the Addison Police Department is in compliance with the Texas Racial Profiling Law requirements. These findings are attained under the premise that a police department is better served and functions more effectively by reducing, or perhaps eliminating, errors relevant to data recording and reporting; in addition, to fulfilling all of the components of the Texas Racial Profiling Law. It is my most sincere hope that the findings produced as a result of this audit assist the Addison Police Department in producing an accurate and transparent racial profiling report.

A review of the 2015 racial profiling reporting documentation along with a sample of the contact data for the past few months, leads me to conclude that the Addison Police Department is not in compliance with state law as it pertains to racial profiling reporting. Specifically, the Police Department needs to address, right away, the following:

- 1) Ensure that ethnicity (i.e., Hispanic) is counted as required by the law. That is, the law considers the individual to be either Hispanic or White. It is unclear if in various instances (i.e., citations no. 237313, 237312) officers noted suspects as White even though the surname suggests the person could have been Hispanic. This has a tendency of over-reporting Caucasians and under-reporting Hispanics.
- 2) Ensure that warnings are not being counted as “citations” for purposes of the racial profiling reporting mechanisms.
- 3) The Texas Racial Profiling Law requires all agencies to “launch an educational campaign aimed at informing the public” on how to file a racial profiling complaint. The Addison Police Department has not addressed this requirement in its entirety and has yet to specifically note on its web site, that the complaints can also relate specifically to racial profiling. This is a legal requirement and should be addressed as soon as possible.



- 4) The Departmental Racial Profiling Policy is outdated and it is not complete. The Department is urged to modify it in accordance to the revised racial profiling law. Items such as the new definition of a contact, type of data collected consistent with tier 1 requirements, and random reviews of video, are among the concepts that should be added to the policy.
- 5) Consider performing audits on the data four times a year in order to ensure data accuracy. It is clear, after a thorough review of the racial profiling contact data, report, and reporting mechanisms that the Addison Police Department is in need to come into compliance in accordance with state law. I would strongly recommend that a modified report is made for the 2014 and 2015 data and that this report, which should contain all of the revisions outlined in this audit finding (items 1-4) are incorporated. I further recommend that this modified report be sent to the board members and TCOLE, as it should replace the previous document submitted.

If you have any questions, please don't hesitate to call me so that I can elaborate on the points made in this audit. Again, thank you for the opportunity to be of service.

Sincerely,

Alex del Carmen, Ph.D.
Criminologist



For additional questions regarding the information presented in this audit, please contact:

Del Carmen Consulting, LLC
817.681.7840
www.texasracialprofiling.com

Disclaimer: The author of this audit report, Alejandro del Carmen/del Carmen Consulting, LLC, is not liable for any omissions or errors committed in the acquisition, analysis, or creation of this report. Further, Dr. del Carmen/del Carmen Consulting is not responsible for the inappropriate use and distribution of information contained in this report. Further, no liability shall be incurred as a result of any harm that may be caused to individuals and/or organizations as a result of the information contained in this audit report.



Training Plan 2016/17

In-Service Quarterly Training

Since May 2015 a major initiative of the Addison Police Department was to improve our training program for our employees. We accomplished this by increasing the number of in-service dates from one to four; adding a full-time trainer to assist the training lieutenant; increasing roll-call and ad hoc training; and making the training of our officers a top priority. The following is a summary of training already completed, future topics with their dates as well as miscellaneous operational topics covered outside of scheduled in-service dates.

It is important to note many of these topics (such as de-escalation and use of force, etc.) are recurring and thus taught on an annual basis or as soon as practical based on the needs of the department.

Every police officer receives training on the topics listed below in the police academy:

- Professional Policing
- Professionalism and Ethics
- Multiculturalism and Human Relations
- Written and Verbal Communications
- Crisis Intervention Training (CIT) and Mental Health Code

Recognizing we needed additional resources for the department, we enrolled Officer Yousaf Pasha in a 40-hour Mental Health Officer Certification course. This course was completed in February 2016.

The purpose of this course is to educate law enforcement officers about issues pertaining to serving as a mental health officer.

The course covers the legal aspects of mental health commitments, liability issues' mental disorders, and mental disabilities. In addition, it deals with a variety of developmental disabilities including epilepsy, cerebral palsy and hearing impairments. Other areas covered include:

- indicators of mental illness;
- understanding mental illness;
- documenting the interpersonal relations necessary to effectively work with the mentally ill, their families, and the mental health system; and
- intervention strategies for dealing with both low and high risk situations

Officer Pasha is on call to assist patrol as a resource should a Mental Health Mental Retardation (MHMR) situation occur. The department is currently working on expanding this program and developing public/private partnerships with other organizations that can assist in their efforts.

Additionally, the Police department has two guiding documents regarding training and best practices:

- President's Task Force on 21st Century Policing. "The Final Report of the President's Task Force on 21st Century Policing." United States Department of Justice. 2015. Web. 15 Sept. 2015.



- Police Executive Research Forum. "Guiding Principles on Use of Force." Washington DC: Police Executive Research Forum, 2016. Web. 10 Nov. 2016.

Completed Training Schedule

Q4 – December 7 & 11, 2015

Hosted at the Addison Tree House

Topics:

Procedural Justice - Instructor Chief Spencer

Procedural justice describes the idea of how individuals regard the criminal justice system is tied more to the perceived fairness of the *process* and how they were treated rather than to the perceived fairness of the *outcome*. In other words, even someone who receives a traffic ticket or "loses" his case in court will rate the system favorably if he feels that the outcome is arrived at fairly.

Critical Incident Management- Instructor Capt. Vincent

Proper response techniques for patrol on medium and large scale critical events. Example: active shooter or barricaded suspect.

Legal Update #3184 – Instructor Warren Spencer

The 84th Legislature passed over 1,300 bills - many of which will impact Texas law enforcement. This course contains an overview on many of these bills passed. In pursuit of equality in justice and ensuring public safety, peace officers will better serve their communities by increasing their awareness of changes and additions in state statutes. Case law, especially cases handed down by the Supreme Court of the United States (SCOTUS), is of incredible importance to the administration of Justice. This curriculum briefly covers recent judicial decisions important to note for law enforcement officers, law enforcement administrators, and policy makers.

Q1- February 8-12, 2016

Hosted at Patriot Protection

Topic:

Patrol Close Quarter Battle/Felony Stops/Vehicle Tactics/Force on Force Reality Training – Instructors Krause/Coffelt

Professional firearms training that will prepare law enforcement officers to survive and win deadly force confrontations. The course is designed to cover a broad range of skill levels utilizing Reality Based Training. RBT role-players will present very realistic threats during the course of the training. Training will provide a challenging learning environment and will enhance the survival skills that are necessary to deal with real world situations.

Sexual Harassment – Instructor Julie Ross

Sexual harassment training designed to help foster a positive work environment, free from harassment and discrimination based on gender, race, disability, or any other protected category.

Q2- June 6-10, 2016

Hosted at Police Department



Topic:

Defensive Tactics/ Less Lethal – Instructors Krause/Wilson/Nelson/Miramontes

Training refresher on implementation and use of less lethal alternatives and handling of suspects to include hand cuffing, escorting, searching, joint manipulation, take downs, and officer safety techniques.

Q3- August 15-19, 2016

Hosted at Police Department

Topic:

K9 Encounters – Instructors K9 Byron Tilton

This course will teach officers how to recognize canine aggression and interpret body language. Officers will learn defensive tactics and how to use less lethal techniques to control dogs.

Body Worn Cameras – Instructors Lt. Keith

This course covers when a camera should be activated due to privacy and departmental situations, when a recording should be discontinued due to privacy and departmental situations, data retention and why it is important to a body worn camera program; and to recognize the provisions relating to data storage, backup, and security maintenance, as well as, identify accessibility to recordings.

Child Safety Alert – Instructor Nakisha Biglow

Child Safety Check Alert List law (CSCAL), the purpose of the Child Safety Alert Check List, and instructs Texas Peace Officers and Department of Family & Protective Service personnel on the proper Child Safety Alert Check List reporting methods. Additionally, this course presents the difference between CSCAL and other lists, law enforcement authority, Child Protective Services (CPS) involvement, and more.

Deaf and Hearing Impaired Drivers – Instructors Lt. Keith

This course covers procedures needed for interacting with drivers who are deaf or hard of hearing, defines the terms “deaf” and “hard of hearing” as defined in Section 81.001 of the Texas Human Relations Code, cover techniques that officers can use to interact with drivers who are deaf or hard of hearing and how the ADA may apply. Officers will demonstrate practical methods of communication and aids that may be available.

Current Training Schedule

Q4- November 14-18, 2016

Hosted at Police Department

Topic:

Standardized Field Sobriety Testing Refresher Class – Instructor Sgt. Smetzer

Standardized Field Sobriety Test refresher

Verbal De-escalation – Instructor Sgt. Brian Box

De-escalation training philosophy is that officers need to take every opportunity to slow down a situation when possible. The program includes ways to improve communication skills, discussion of how to assess a subject's situation, how to know when you need backup, and proven officer safety tactics.



Q4 – November 28 and December 1, 2016

Hosted at the Addison Conference Center

Topic:

Racial Profiling Data Collection and Reporting – Instructor Dr. Alex del Carmen

Based on Dr. del Carmen's review of our policies, processes and practices regarding racial profiling data collection/reporting, this training will familiarize officers with the implemented changes ensuring compliance with State Law and best practices; reemphasize the officers roles and responsibilities of accurate reporting; allow officers to ask questions to obtain clarity on a confusing topic; and reaffirm our culture and practices are legitimate and procedurally just.

Q5-February 13-17, 2017

Hosted at Police Department

Topic:

Implicit Bias in Policing– Instructor TBD

Reducing the influence of implicit bias is vitally important to strengthening relationships between police and minority communities. Implicit bias describes the automatic association people make between groups of people and stereotypes about those groups. Under certain conditions, those automatic associations can influence behavior—making people respond in biased ways even when they are not explicitly prejudiced.

Q6-June 5-9, 2017

Hosted at Police Department

Topic:

Defensive Tactics/Excited Delirium/Handcuffing – Instructor Krause/Miramontes/Wilson

Q7-August 15-19, 2017

Hosted at Police Department

Topic:

Patrol Scenarios-Shoot no Shoot (Simulator)/Firearms Training/Live Fire – Instructor Coffelt/Krause

Q8-November 13-17, 2017

Hosted at Police Department

Topic:

Below 100 – Instructor TBD

Below 100 Program, an initiative that aims to reduce the line of duty deaths to below 100, a number not seen since 1943.

Miscellaneous

Monthly Shift Training

1. Hand to Hand (Pressure Point Control Technique Review)
2. Room Clearing
3. Vehicle Searches
4. Person Searches



5. Building Searches
6. Arrest/Search & Seizure
7. Felony Stops
8. Case Law
9. City Ordinances
10. Contact and Cover
11. DWI Paperwork
12. Use of Force

Additional Topics

1. Driving Course after new Vehicles Fielded
2. Patrol Rifles
3. Major Policy Changes
4. Veteran Tactical Response
5. Patrol Scenarios

Training Plan 2016/17

Both the Texas Department of State Health Services and the National Registry of Emergency Medical Technicians have continuing education curriculum requirements that pertain to providing emergency medical care to patients. The specific course content is developed and taught by our medical direction team from Metrocrest Medical Services.

The Texas Department of State Health Services requires that every Paramedics receive 144 hours of continuing education every 4 years. The 144 hours of required training includes:

- 8 hours in Patient Assessment
- 36 hours in Medical Emergencies/Knowledge
- 12 hours in Special Considerations
- 4 hours in Clinically Related Operations
- 12 hours in Pediatric Training

The National Registry of Emergency Medical Technicians requires that every Paramedic receive 60 hours of continuing education every 2 years. The 60 hours of required training includes 30 hours on national curriculum, 15 hours in local or state curriculum and 15 hours of individual curriculum. The national curriculum includes:

- 2 hours in Special Healthcare Needs
- 1 hour in Psychiatric and Behavioral Emergencies
- 0.5 hours in Toxicology Emergencies – Opioids
- 1 hour in At-Risk Population
- 0.5 hours in Ambulance Safety
- 0.5 hours in EMS Culture of Safety
- 0.5 hours in Pediatric Transport

Additionally, the department offers internal classes through Target Solutions that are assigned to each member periodically. These courses include:

- EMS Refusals
- Responder Health and Safety
- Cultural Diversity for EMS Responders
- Patients with Special Challenges
- Anger, Violence and Conflict in the Workplace
- Sexual Harassment Awareness
- Workplace Diversity
- Workplace Violence



The Target Solutions courses are not mandated by any specific outside agency but were created internally for our members.

AI-1970

2.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: Human Resources

AGENDA CAPTION:

Present And Discuss **Information Related To The Town Of Addison's Participation In The Texas Municipal Retirement System (TMRS).**

BACKGROUND:

On June 28, 2016, Council received an overview from TMRS that included its history, membership, GASB reporting requirements and the various plan adoptions and commitments for Addison employees and retirees. During the Fiscal Year (FY) 2017 budget process, Council requested an additional presentation from TMRS to discuss strategic options for the Town moving forward.

Eric Davis, Deputy Director of the Texas Municipal Retirement System and Leslee Hardy, Director of Actuarial Services will provide an overview of TMRS, including possible strategies for the Town going forward, as well as projected actuarial assumptions as it relates to the proposed 2017 COLA adoption.

Attached is a copy of the presentation for review and discussion.

RECOMMENDATION:

Information only, no action required.

Attachments

Presentation



Funding of TMRS Benefits

Presented by

Leslee Hardy, ASA, FCA, EA, MAAA

Director of Actuarial Services

Eric W. Davis

Deputy Executive Director

Addison Benefits

- 7% Employee Contribution
- 2 to 1 match from city
- 5 year vesting – survivor benefits
- Retirement at 20 years of service or age 60 with 5 years service
- Restricted Prior Service Credit
- Buy Back – Adopted November 1988
- Military Service Credit
- Supplemental Death Benefit – Actives and Retirees
- Updated Service Credits – 100% w/ Transfer, Annually Repeating
- COLA – 70% CPI, ad hoc last adopted effective 2015

Metroplex TMRS Cities Comparison

City	7% Emp Cont	2:1 City match	5-yr vesting	Ret 20 yr / age 60	Restr. Prior Svc Cr	Mil. Svc Cr	Supple. Death Benefit	Updated Svc Cr (repeating unless noted)	COLA Ann. Repeat	COLA Ad hoc
Addison	X	X	X	X	X	X	X	100% T		70% - 2015
Allen	X	X	X	X	X	X	X	100% T	70% CPI	
Carrollton	X	X	X	X	X	X		100% T	50% CPI	
Coppell	X	X	X	X	X	X	X	100% T	70% CPI	
Farmers Branch	X	X	X	25-yr		X		100% T	70% CPI	
Flower Mound	X	X	X	X	X	X	X	100% T		70% - 2007
Frisco	X	X	X	X	X	X	X	100% T	70% CPI	
Grapevine	X	X	X	X	X	X		100% T	70% CPI	
Irving	X	X	X	X	X	X	X	100% T	30% CPI	
Lewisville	X	X	X	X	X	X		75% T	70% CPI	
McKinney	X	X	X	X	X		X	100% T	70% CPI	
Plano	X	X	X	X	X	X		100% T	70% CPI	
Richardson	X	X	X	25-yr	X	X		50% T	50% CPI	
University Park	X	X	X	X	X			Ad hoc 2013		70% - 2013

TMRS Funding Basics

- Each TMRS city is independently funded, with its own assets and liabilities.
- The contribution rate for each TMRS city is set annually by an actuarial valuation performed as of December 31 of the preceding year. For example, the 2017 rate was set in May 2016 based on a valuation performed as of December 31, 2015.

Addison's Unfunded Actuarial Liability

- Unfunded Actuarial Liability -\$4,542,059
- Funded Ratio – 96.1%

Recent Actuarial Changes / Board Decisions

The TMRS Board has made a number of actuarial changes to improve the System's sustainability:

- Adopted new “Generational” mortality tables (2013)
- Approved a change in the actuarial cost method from “Projected Unit Credit” to “Entry Age Normal” (2013)
- Lowered the actuarial assumed rate of return from 7% to 6.75% (2015)

TMRS' Actuarial Funding Policy

The City's employer contribution determined annually under this funding policy is called the Actuarially Determined Employer Contribution (ADEC) and serves as the basis for determining the Full Retirement Rate contribution under TMRS.

TMRS' Actuarial Funding Policy

The ADEC, which consists of a normal cost contribution rate and a prior service cost contribution rate, is determined by the following three key components:

1. Actuarial Cost Method
2. Asset Smoothing Method
3. Amortization Policy

Actuarial Cost Method

- Allocates the total present value of future benefits over an employee's working career
- TMRS uses the Entry Age Normal (EAN) actuarial cost method

Actuarial Smoothing Method

- Recognizes gains or losses in pension assets over some period of time so as to reduce the effects of market volatility and stabilize contributions
- Actuarial Value of Assets (AVA) is based on the Market Value of Assets (MVA) with ten-year smoothing applied

Interest Crediting Rate

- The interest crediting rate to cities for 2015 was set at the March 23-24 meeting of the TMRS Board based on the investment earnings for 2015.
- Recent Benefit Accumulation Fund interest credits to cities:

Val. Year	Market Return	Actuarial Return*	Retirement Rate (no SDB)
2011	2.37%	7.15%	10.53%
2012	9.95%	7.43%	10.22%
2013	9.70%	7.66%	10.16%
2014	5.68%	7.45%	9.33%
2015	0.06%	6.69%	10.27%

* Assumption was 7%; beginning in 2016, assumption is 6.75%

Amortization Policy

- The length of time and the structure selected for increasing or decreasing contributions to systematically eliminate any Unfunded Actuarial Accrued Liability or surplus
- The TMRS Act allows for open or closed amortization periods up to a maximum of 25 years
 - Addison has a closed amortization period
- Board rules allow additional flexibility, up to 30 years, for amortization periods

Ad Hoc COLAs and Updated Service Credit (USC)

- TMRS recommends that cities that intend to grant COLAs or USC on a regular basis adopt these as annually repeating benefits.
- All ad hoc benefits for TMRS cities are funded over a 15-year closed period.
- Cities with a consistent pattern of adopting ad hoc benefits will likely see contribution rates steadily increase (and funded ratios decrease) over time.
- Ad hoc benefits that are regularly adopted (1 out of last 2 years, **AND** 2 out of last 5 years) will be valued for GASB 68 financial reporting purposes as though they are annually repeating benefits.

Actuarial Experience Study

- An Experience Study is a review of the assumptions and methods used by the actuary
 - TMRS has one prepared every four years
 - Five-year interval considered reasonable
 - GFOA recommends at least once every five years
- This report tries to answer these questions for each assumption
 - What was TMRS' actual experience?
 - How does that compare with current assumptions?
 - Is a change warranted?

Experience Study

- Assumptions are updated to reflect economic conditions, member behavior, retirement/termination/salary patterns, and mortality.
- Based on results of the study, the Actuary recommends revised assumptions to the TMRS Board of Trustees, and the Board considers the Actuary's recommendation and makes the final decision for the System.
- The assumption set selected should be reasonable overall.
- Keeping assumptions up-to-date will help manage volatility of the contribution rates for TMRS cities.

The Investment Return Assumption

- The actual asset allocation of the trust fund will significantly affect the overall performance. This means:
 - The Investment Return Assumption cannot be based on a different allocation
 - How you are invested drives the long-term expected rate of return

The Investment Return Assumption

- Actuaries use a “building block” approach
Long Term Annual Investment Return Rate =
Inflation Rate + Annual Real Rate of Return
- TMRS’ long-term rate of return assumption was
7.00%
3.00% Inflation + 4.00% Real Return
- As of 12/31/15, the return assumption changed to
6.75%
2.50% inflation + 4.25% Real Return

Inflation

- Inflation is measured by annual increases in the Consumer Price Index (CPI).
- Prior to the experience study, TMRS' inflation assumption was 3.00% per year; changed to 2.50%.
- Actual inflation (measured by the CPI) during
 - Last 5 years: 1.69%
 - Last 20 years: 2.28%
 - Last 30 years: 2.71%
 - Since 1913:* 3.17%

* First available year

Real Return Expectations

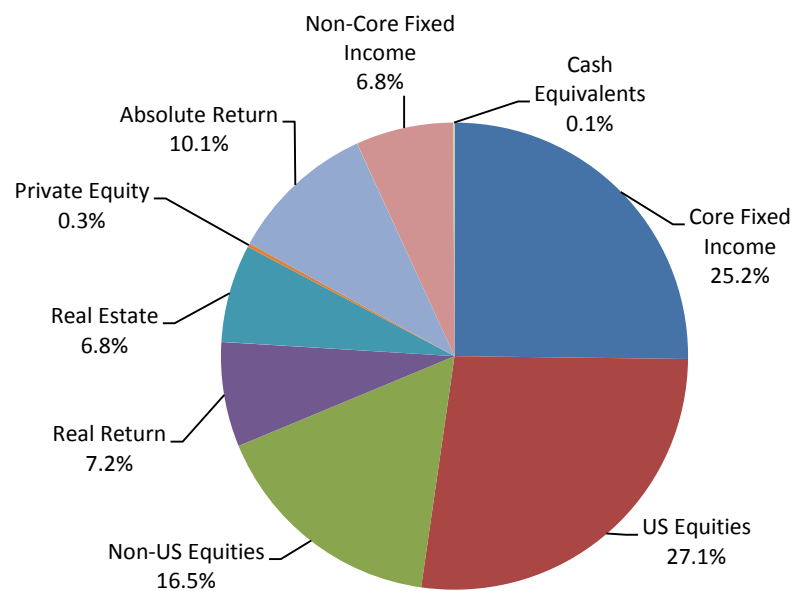
To analyze the expected real return, the Actuary:

- Combines TMRS' target asset allocation with capital market expectations.
- Examines the most recent capital market return assumptions developed by eight investment consulting firms.
 - See pages 14-19 of Actuarial Experience Study, posted on TMRS' website
 - Places emphasis on information from TMRS' Investment consultant, RVK
 - Mostly 5-10 year time horizons
- Adjusts the results for a difference in time horizon.
 - Duration of the Plan liabilities is over 20 years

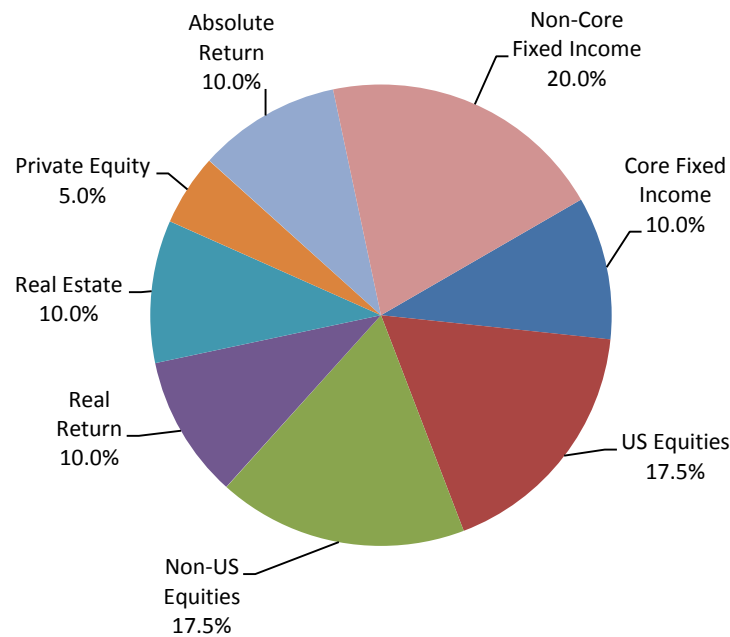
TMRS Asset Allocation

**Total Market Value:
\$24.3 Billion**

**Allocation as of
6/30/2016**



**Target Allocation
Adopted July 2015**



Cash equivalents allocation represents unallocated invested cash equivalent instruments. The sum of individual asset class allocations may not add up to 100% due to rounding. Source: State Street Investment Analytics

Addison Plan Change Study



Plan Change Study

00007 Addison

GRID 2017

For Informational Purposes Only

Effective Date - January 1, 2017

Report Date - November 4, 2016

Plan Provisions	Proposed Plans				
	Current	1	2	3	4
Deposit Rate	7.00%	7.00%	7.00%	7.00%	7.00%
Matching Ratio	2 to 1	2 to 1	2 to 1	2 to 1	2 to 1
Updated Service Credit	100% (Repeating)	100% (Repeating)	100% (Repeating)	100% (Repeating)	100% (Repeating)
Transfer USC **	Yes	Yes	Yes	Yes	Yes
Annuity Increase	0%	70%	70% (Repeating)	50% (Repeating)	30% (Repeating)
20 Year/Any Age Ret.	Yes	Yes	Yes	Yes	Yes
Vesting	5 years	5 years	5 years	5 years	5 years
Contribution Rates	2017	2017	2017	2017	2017
Normal Cost Rate	8.14%	8.14%	10.56%	9.86%	9.17%
Prior Service Rate	2.13%	2.43%	8.65%	6.59%	4.52%
Retirement Rate	10.27%	10.57%	19.21%	16.45%	13.69%
Supplemental Death Rate	0.17% (A & R)	0.17% (A & R)	0.17% (A & R)	0.17% (A & R)	0.17% (A & R)
Total Rate	10.44%	10.74%	19.38%	16.62%	13.86%
Unfunded Actuarial Liability	\$4,542,059	\$5,074,634	\$24,569,751	\$18,243,491	\$11,892,432
Amortization Period	25 years	25 years	25 years	25 years	25 years
Funded Ratio	96.1%	95.6%	81.9%	85.9%	90.4%
Phase-In Total Rate	10.00%	10.30%	18.94%	16.18%	13.42%
Stat Max	15.50%	15.50%	15.50%	15.50%	15.50%
Study Exceeds Stat Max	No	No	Yes	Yes	No

**This is the addition to the Initial Prior Service Rate for USC for transfers. There were 27 eligible transfer employees on the valuation date.

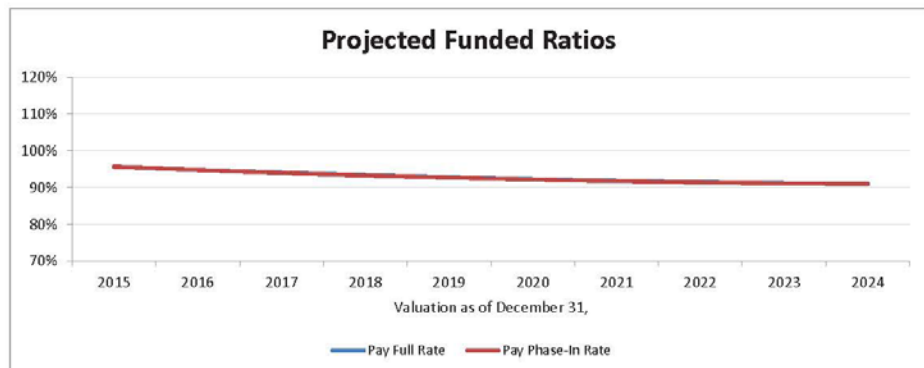
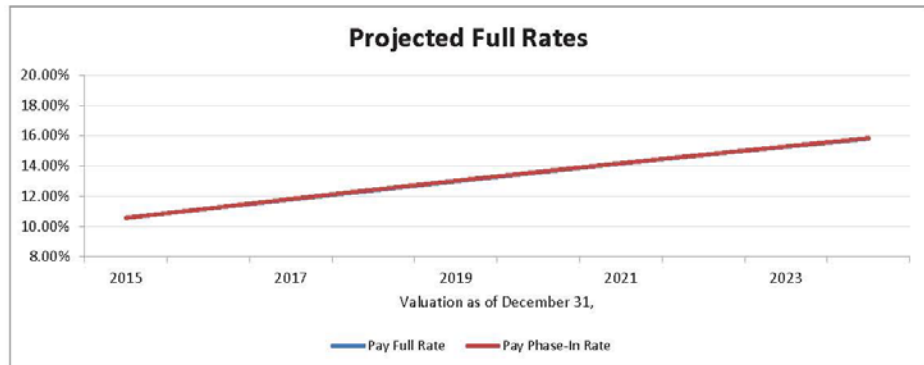
Projection of Valuation Results - Pension Only

7, Addison

Addison Projection Report – Proposed Plan 1 with Yearly Ad Hocs

Summary of Proposed Benefit Provisions			
Employee Contribution Rate	7.00%	USC	100% Recurring with Transfer
Employer Match Rate	2 - 1	COLA	Yearly 70% Ad Hocs
Vesting	5 years	Retirement Eligibility	Age 60 with 5 years of service or 20 years of service

Calendar Year	Projection Results							
	2016	2017	2018	2019	2020	2021	2022	2023
Full Rate	9.33%	10.57%	11.19%	11.79%	12.39%	12.99%	13.58%	14.15%
Estimated Contribution	1,759,431	2,053,066	2,238,696	2,429,495	2,629,728	2,839,788	3,057,833	3,281,766
Funded Ratio	95.6%	94.8%	94.0%	93.4%	92.8%	92.3%	91.9%	91.5%
If Phase In Rate Contributed								
Full Rate	9.33%	10.57%	11.19%	11.82%	12.42%	13.02%	13.61%	14.18%
Phase-In Rate	9.33%	10.13%	11.19%	11.82%	12.42%	13.02%	13.61%	14.18%
Estimated Contribution	1,759,431	1,967,602	2,238,696	2,435,677	2,636,095	2,846,346	3,064,588	3,288,724
Funded Ratio	95.6%	94.8%	94.0%	93.3%	92.7%	92.2%	91.8%	91.4%



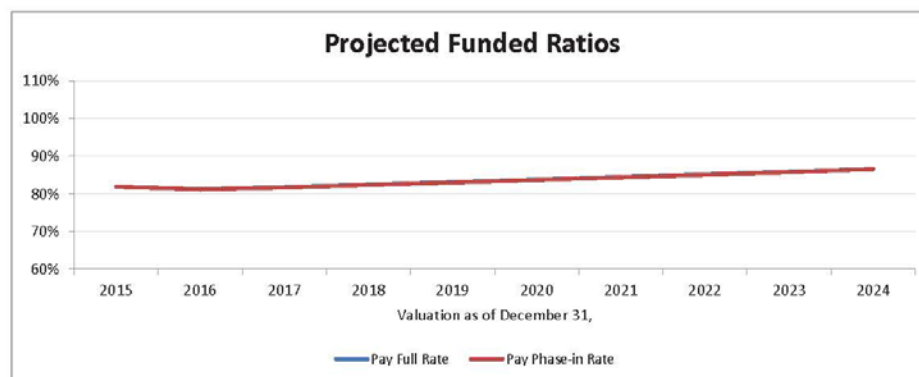
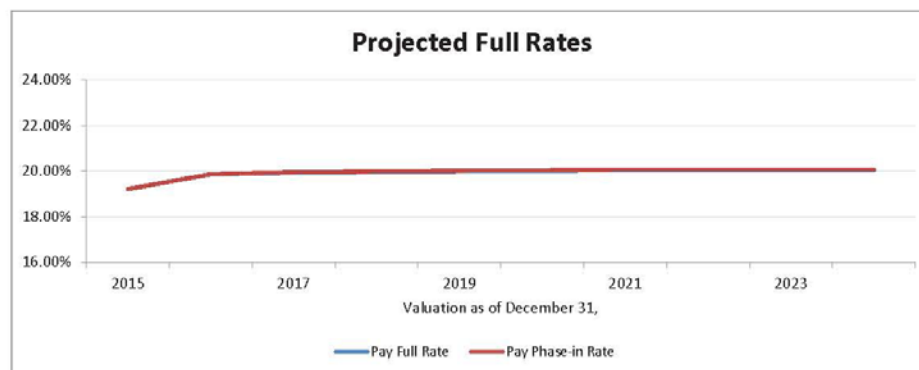
Addison Projection Report – Proposed Plan 2 with Annually Repeating

Projection of Valuation Results - Pension Only

7, Addison

Summary of Proposed Benefit Provisions			
Employee Contribution Rate	7.00%	USC	100% Recurring with Transfer
Employer Match Rate	2 - 1	COLA	70% Recurring
Vesting	5 years	Retirement Eligibility	Age 60 with 5 years of service or 20 years of service

Calendar Year	Projection Results							
	2016	2017	2018	2019	2020	2021	2022	2023
Full Rate	9.33%	19.21%	19.85%	19.93%	19.96%	19.99%	20.01%	20.03%
Estimated Contribution	1,759,431	3,731,257	3,971,235	4,106,857	4,236,430	4,370,081	4,505,687	4,645,496
Funded Ratio	81.9%	81.2%	81.8%	82.4%	83.1%	83.8%	84.5%	85.2%
If Phase In Rate Contributed								
Full Rate	9.33%	19.21%	19.85%	19.95%	19.99%	20.02%	20.04%	20.06%
Phase-In Rate	9.33%	18.77%	19.85%	19.95%	19.99%	20.02%	20.04%	20.06%
Estimated Contribution	1,759,431	3,645,794	3,971,235	4,110,978	4,242,797	4,376,640	4,512,442	4,652,454
Funded Ratio	81.9%	81.2%	81.7%	82.4%	83.1%	83.7%	84.4%	85.1%



Addison UAAL Runoff as of 12/31/2015

	2009	2010	2011	2012	2013	2013 Valuation/ 2014-2015 Experience	2015 Actuarial Changes
Description	Ad Hoc	Ad Hoc	Ad Hoc	Ad Hoc	Ad Hoc		
Years Left	9	10	11	12	13	12	30
UAAL Base	326,635	221,360	570,670	401,667	388,689	269,354	2,363,684

<u>Payment Stream</u>							<u>Total Payment (sum B-H)</u>	<u>UAAL Balance</u>
1	48,000	30,147	72,730	48,287	44,369	28,014	130,365	4,542,059
2	48,000	30,147	72,730	48,287	44,369	28,854	134,276	4,433,319
3	48,000	30,147	72,730	48,287	44,369	29,720	138,304	4,312,329
4	48,000	30,147	72,730	48,287	44,369	30,612	142,453	4,178,115
5	48,000	30,147	72,730	48,287	44,369	31,530	146,727	4,029,633
6	48,000	30,147	72,730	48,287	44,369	32,476	151,129	3,865,763
7	48,000	30,147	72,730	48,287	44,369	33,450	155,663	3,685,305
8	48,000	30,147	72,730	48,287	44,369	34,454	160,333	3,486,975
9	48,000	30,147	72,730	48,287	44,369	35,487	165,142	3,269,394
10	-	30,147	72,730	48,287	44,369	36,552	170,097	3,031,088
11	-	-	72,730	48,287	44,369	37,648	175,200	2,820,079
12	-	-	-	48,287	44,369	38,778	180,456	2,619,574
13	-	-	-	-	44,369	-	185,869	2,474,094
14	-	-	-	-	-	-	191,445	2,403,171
15	-	-	-	-	-	-	197,189	2,367,548
16	-	-	-	-	-	-	203,104	2,323,586
17	-	-	-	-	-	-	209,198	2,270,544
18	-	-	-	-	-	-	215,473	2,207,625
19	-	-	-	-	-	-	221,938	2,133,973
20	-	-	-	-	-	-	228,596	2,048,669
21	-	-	-	-	-	-	235,454	1,950,728
22	-	-	-	-	-	-	242,517	1,839,088
23	-	-	-	-	-	-	249,793	1,712,613
24	-	-	-	-	-	-	257,287	1,570,083
25	-	-	-	-	-	-	265,005	1,410,188
26	-	-	-	-	-	-	272,955	1,231,524
27	-	-	-	-	-	-	281,144	1,032,585
28	-	-	-	-	-	-	289,578	811,755
29	-	-	-	-	-	-	298,266	567,303
30	-	-	-	-	-	-	307,214	297,373
31	-	-	-	-	-	-	-	-
Total Payment	432,000	301,470	800,030	579,444	576,797	397,576	6,202,169	9,289,486

Addison UAAL Runoff as of 12/31/2015

Adopting 70% ad hoc COLA effective in 1/1/2017

Description	2009	2010	2011	2012	2013	2013 Valuation/ 2014-2015 Experience	2015 Actuarial Changes	2015 Ad Hoc
Years Left	9	10	11	12	13	12	30	15
UAAL Base	326,635	221,360	570,670	401,667	388,689	269,354	2,363,684	532,575

<u>Payment Stream</u>									<u>Total Payment (sum B:I)</u>	<u>UAAL Balance</u>
1	48,000	30,147	72,730	48,287	44,369	28,014	130,365	55,695	457,607	5,074,634
2	48,000	30,147	72,730	48,287	44,369	28,854	134,276	55,695	462,358	4,944,289
3	48,000	30,147	72,730	48,287	44,369	29,720	138,304	55,695	467,252	4,800,235
4	48,000	30,147	72,730	48,287	44,369	30,612	142,453	55,695	472,293	4,641,401
5	48,000	30,147	72,730	48,287	44,369	31,530	146,727	55,695	477,485	4,466,636
6	48,000	30,147	72,730	48,287	44,369	32,476	151,129	55,695	482,833	4,274,709
7	48,000	30,147	72,730	48,287	44,369	33,450	155,663	55,695	488,341	4,064,301
8	48,000	30,147	72,730	48,287	44,369	34,454	160,333	55,695	494,014	3,833,998
9	48,000	30,147	72,730	48,287	44,369	35,487	165,142	55,695	499,858	3,582,288
10	-	30,147	72,730	48,287	44,369	36,552	170,097	55,695	457,877	3,307,548
11	-	-	72,730	48,287	44,369	37,648	175,200	55,695	433,929	3,057,645
12	-	-	-	48,287	44,369	38,778	180,456	55,695	367,585	2,815,622
13	-	-	-	-	44,369	-	185,869	55,695	285,933	2,625,821
14	-	-	-	-	-	-	191,445	55,695	247,140	2,507,585
15	-	-	-	-	-	-	197,189	55,695	252,884	2,421,456
16	-	-	-	-	-	-	203,104	-	203,104	2,323,579
17	-	-	-	-	-	-	209,198	-	209,198	2,270,536
18	-	-	-	-	-	-	215,473	-	215,473	2,207,616
19	-	-	-	-	-	-	221,938	-	221,938	2,133,964
20	-	-	-	-	-	-	228,596	-	228,596	2,048,660
21	-	-	-	-	-	-	235,454	-	235,454	1,950,717
22	-	-	-	-	-	-	242,517	-	242,517	1,839,077
23	-	-	-	-	-	-	249,793	-	249,793	1,712,601
24	-	-	-	-	-	-	257,287	-	257,287	1,570,070
25	-	-	-	-	-	-	265,005	-	265,005	1,410,175
26	-	-	-	-	-	-	272,955	-	272,955	1,231,510
27	-	-	-	-	-	-	281,144	-	281,144	1,032,569
28	-	-	-	-	-	-	289,578	-	289,578	811,738
29	-	-	-	-	-	-	298,266	-	298,266	567,285
30	-	-	-	-	-	-	307,214	-	307,214	297,354
31	-	-	-	-	-	-	-	-	-	-
Total Payment	432,000	301,470	800,030	579,444	576,797	397,576	6,202,169	835,425	10,124,911	

QUESTIONS?

Work Session and Regular Meeting**Meeting Date:** 11/14/2016**Department:** Infrastructure- Development Services

AGENDA CAPTION:Present And Discuss **The Housing Policy For The Town of Addison.****BACKGROUND:**

Over the past number of months, the City Council has had several conversations, and held a public hearing, regarding the Town's current housing policy and possible amendments. There is a desire by some Council Members to allow additional flexibility for the Town to consider housing developments that do not comply with the current housing policy. At the September 29, 2016 Council Meeting, the Council unanimously directed staff to bring forward a resolution adopting two revisions to the policy.

First, Council requested that "Where feasible and appropriate" be added to the first section of the policy, so that it would read:

Where feasible and appropriate, new housing should increase the proportion of fee-simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.

Second, Council requested that a fifth section be added that would allow for exceptions to the policy. This new section would read as follows:

The City Council acknowledges that there may be exceptional projects that do not comply with elements of this policy. The Council encourages developers and staff to pursue projects that represent the highest and best use of each property and that advance portions of this policy or other Town goals.

This language recognizes that there may be projects that warrant special consideration, defines staff's role in bringing such projects forward and broadly states the criteria for considering exceptions to the policy. The other components of the policy were left unchanged.

The resolution to formally adopt these revisions was placed on the October 11, 2016. At that meeting, the Council voted to delay making these changes until a Work Session could be held so that the Council could continue to discuss the issue. Accordingly, staff has placed this item on the agenda to provide Council the opportunity to hold further discussions.

RECOMMENDATION:

Information only, no action required.

Attachments

Housing Policy Resolution Red Lined

Housing Policy Resolution

TOWN OF ADDISON, TEXAS

RESOLUTION NO. R016-___

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TX APPROVING AND SUPPORTING A HOUSING POLICY WITHIN THE TOWN OF ADDISON PURSUANT TO THE LAWS OF THE STATE OF TEXAS AND THE ADDISON CODE OF ORDINANCES; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council has researched the current housing stock and discussed and deliberated a wide range of housing alternatives for the Town of Addison, Texas; and

WHEREAS, the City Council desires to make a policy statement to guide City Staff and potential developers as new housing developments are proposed and brought forward for City Council consideration.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

Section 1. Addison Housing Policy. When new housing is proposed in Addison, the Addison City Council encourages it to be developed according to the following principles:

1. Where feasible and appropriate, nNew housing should increase the proportion of fee-simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.
2. A proposal should offer a 'best fit' mix of uses and housing choices within the context of the surrounding Addison community. The Town may use a study area committee (with staff, elected, and appointed members such as area residents and business representatives) to evaluate a proposal's fit in Addison.
3. New housing should create or enhance neighborhoods of urban character rather than locate on a stand-alone, nonintegrated property and should continue the high quality design and walkability that make Addison's existing neighborhoods distinctive,
4. Proposals for independent and/or assisted living may be considered by the Town of Addison. Since there are no assisted living housing units in Addison today, the Town will conduct research to understand how this housing could or should be included in Addison's future.
5. The City Council acknowledges that there may be exceptional projects that do not comply with elements of this policy. The Council encourages developers and staff to pursue projects that represent the highest and best use of each property and that advance portions of this policy or other Town goals.

Section 2. Recitals. The above and forgoing recitals are true and correct and are incorporate herein and made part hereof for all purposes.

Section 3. Effective Date. This Resolution shall take effect upon its passage and approval.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the 11th day of October, 2016.

Todd Meier, Mayor

ATTEST:

By: _____
Laura Bell, City Secretary

APPROVED AS TO FORM:

By: _____
Brenda N. McDonald, City Attorney

TOWN OF ADDISON, TEXAS

RESOLUTION NO. R016-___

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3. New housing should create or enhance neighborhoods of urban character rather than locate on a stand-alone, nonintegrated property and should continue the high quality design and walkability that make Addison's existing neighborhoods distinctive,
4. Proposals for independent and/or assisted living may be considered by the Town of Addison. Since there are no assisted living housing units in Addison today, the Town will conduct research to understand how this housing could or should be included in Addison's future.
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Todd Meier, Mayor

ATTEST:

By: _____
Laura Bell, City Secretary

APPROVED AS TO FORM:

By: _____
Brenda N. McDonald, City Attorney

Work Session and Regular Meeting**Meeting Date:** 11/14/2016**Department:** Infrastructure- Development Services**AGENDA CAPTION:**

Consider Authorizing The City Manager To **Approve A Final Payment To McMahon Contracting, LP., For The Construction Of The Northwest Drainage Channel Located On The Addison Airport** In The Amount Of \$120,320.67.

BACKGROUND:

McMahon Contracting, LP., was awarded a contract to construct an improved drainage channel located in the northwest corner of the Addison Airport in the amount of \$762,470.10 on March 8, 2016. The project was expected to take 6 months to complete and was budgeted in the Stormwater Capital Projects Fund. This is the final payment for the project that was completed in August, 2016. The project was completed on time and on budget.

Project Budget Amount	\$800,000.00
Final Project Cost	\$774,157.93
Savings	\$25,842.07

Most of the airport falls within the Hutton Branch Stormwater Basin and one of the projects that was identified during the Hutton Branch Basin Masterplan is the improvement of a drainage channel located in the northern section of the airport. Garver, the airport engineer of record, designed the improvements to the stormwater channel which included lining the earthen channel with concrete slope protection. The bid package also included two additive alternates: additive alternate #1 was for the construction of a new perimeter road crossing over the existing ditch and additive alternate #2 was for the extension of the Runway Safety Area box culverts to the south.

Design was completed in December and the project was advertised on Bidsync on January 11, 2016. McMahon Contracting was the lowest responsible bidder. Airport and Infrastructure and Development Services Department staff evaluated the additive alternates and recommended that the base bid plus additive alternate #1 be awarded. This kept the project within the budget of \$800,000 and provides for an access road that enhances general operations and maintenance, as well as emergency access. Additive alternate #2 can be installed in a later project as part of the extension of the existing perimeter road. The project and punch-list are now complete and McMahon Contracting, LP, has submitted a final payment request. The completed project meets the intent of the construction plans and specifications, and staff recommends approval of the final pay application.

RECOMMENDATION:

Administration recommends approval.

Attachments

Pay Application

OWNER: Town of Addison
Infrastructure Department
1 16801 Westgrove Road
Addison, TX 75001

JOB NUMBER
16-003
INVOICE NO.
7

PROJECT: Addison Airport NW Drainage Ditch
Improvements

CONTRACT AMOUNT: \$ 762,470.09
REVISED CONTRACT AMOUNT \$ 774,157.93

ESTIMATE PERIOD: Oct. 1, 2016 to Oct. 18, 2016

CONTRACTOR: McMahon Contracting L.P.
3019 Roy Orr Blvd.
Grand Prairie, Texas 75050

DATE: 10/18/2016

BID ITEM	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT QUANTITY	CONTRACT AMOUNT	PREVIOUS COMPLETE QUANTITY	PREVIOUS COMPLETE AMOUNT	THIS MONTH'S QUANTITY	THIS MONTH'S AMOUNT	TOTAL CUMM QUANTITY	TOTAL TO DATE
Item No	BASE BID										
10	Site Preparation	LS	\$ 70,276.94	1.00	\$ 70,276.94	1.00	70,276.94		0.00	1.00	70,276.94
20	Flexible Base, Type D, Grade 1	SY	\$ 29.09	358	\$ 10,414.22	358.00	10,414.22		0.00	358.00	10,414.22
30	Portland Cement Concrete (8")	SY	\$ 71.45	40	\$ 2,858.00	40.00	2,858.00		0.00	40.00	2,858.00
40	Flowable Backfill	CY	\$ 88.85	500	\$ 44,425.00	500.00	44,425.00		0.00	500.00	44,425.00
50	Concrete Slope Protection (4") (Type B)	SY	\$ 47.64	6478	\$ 308,611.92	6,478.00	308,611.92		0.00	6,478.00	308,611.92
60	6-Foot Chain-Link Fence w/Barbed Wire Top	LF	\$ 34.50	1100	\$ 37,950.00	1,100.00	37,950.00		0.00	1,100.00	37,950.00
70	Fence Removal	LF	\$ 11.50	1100	\$ 12,650.00	1,100.00	12,650.00		0.00	1,100.00	12,650.00
80	Concrete Erosion Control Strip	LF	\$ 34.50	1352	\$ 46,644.00	1,352.00	46,644.00		0.00	1,352.00	46,644.00
90	Concrete Pilot Channel (6")	SY	\$ 70.61	950	\$ 67,079.50	950.00	67,079.50		0.00	950.00	67,079.50
110	Unclassified Excavation	CY	\$ 23.19	1916	\$ 44,432.04	1,916.00	44,432.04		0.00	1,916.00	44,432.04
120	Temporary Erosion Control	MO	\$ 3,795.00	3	\$ 11,385.00	3.00	11,385.00		0.00	3.00	11,385.00
130	Sodding	SY	\$ 6.41	2432	\$ 15,589.12	2,432.00	15,589.12		0.00	2,432.00	15,589.12
Item No	ADDITIVE ALTERNATE 1-PERIMETER ROAD CROSSING										
150	Flexible Base, Type D, Grade 1	SY	\$ 28.98	139	\$ 4,028.22	139.00	4,028.22		0.00	139.00	4,028.22
160	Portland Cement Concrete (8")	SY	\$ 68.05	55	\$ 3,742.75	55.00	3,742.75		0.00	55.00	3,742.75
170	Concrete Slope Protection (4") (Type B)	SY	\$ 52.18	212	\$ 11,062.16	212.00	11,062.16		0.00	212.00	11,062.16
180	Railing (Pedestrian Handrail, Type A)	LF	\$ 82.26	96	\$ 7,896.96	96.00	7,896.96		0.00	96.00	7,896.96
190	Multiple (2) 6'x3' Reinforced Concrete Box Culvert	LF	\$ 792.09	40	\$ 31,683.60	40.00	31,683.60		0.00	40.00	31,683.60
200	Concrete Headwall Type CH-FW-0 (2-6'x3')	EA	\$ 11,163.98	2	\$ 22,327.96	2.00	22,327.96		0.00	2.00	22,327.96
210	Object Marker Assemblies OM-2x (WC) GND	EA	\$ 258.75	4	\$ 1,035.00	4.00	1,035.00		0.00	4.00	1,035.00
220	Concrete Pilot Channel (6")	SY	\$ 78.94	22	\$ 1,736.68	22.00	1,736.68		0.00	22.00	1,736.68
230	Pavement Removal	SY	\$ 15.22	176	\$ 2,678.72	176.00	2,678.72		0.00	176.00	2,678.72
240	Unclassified Excavation	CY	\$ 21.29	18	\$ 383.22	18.00	383.22		0.00	18.00	383.22
250	Select Fill	CY	\$ 22.38	133	\$ 2,976.54	133.00	2,976.54		0.00	133.00	2,976.54
260	Sodding	SY	\$ 6.41	94	\$ 602.54	94.00	602.54		0.00	94.00	602.54
			TOTAL	TOTAL	\$ 762,470.09		762,470.09		0.00	0.00	762,470.09

BID ITEM	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT QUANTITY	CONTRACT AMOUNT	PREVIOUS COMPLETE QUANTITY	PREVIOUS COMPLETE AMOUNT	THIS MONTH'S QUANTITY	THIS MONTH'S AMOUNT	TOTAL CUMM QUANTITY	TOTAL TO DATE
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CHANGE ORDER #2											
BID ITEM	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT QUANTITY	CONTRACT AMOUNT	PREVIOUS COMPLETE QUANTITY	PREVIOUS COMPLETE AMOUNT	THIS MONTH'S QUANTITY	THIS MONTH'S AMOUNT	TOTAL CUMM QUANTITY	TOTAL TO DATE
BASE BID											
40	Flowable Backfill	CY	\$ 88.85	500				500	95.00	\$	(35,984.25)
50	Concrete Slope Protection (4") (Type B)	SY	\$ 47.64	6478				6478	7497.00	\$	48,545.16
90	Concrete Pilot Channel (6")	SY	\$ 70.61	950				950	902.00	\$	(3,389.28)
ADDITIVE ALTERNATE 1-PERIMETER ROAD CROSSING											
170	Concrete Slope Protection (4") (Type B)	SY	\$ 52.18	212				212	225.00	\$	678.34
220	Concrete Pilot Channel (6")	SY	\$ 78.94	22				22	38.00	\$	1,263.04
240	Unclassified Excavation	CY	\$ 21.29	18				18	45.00	\$	574.83
				TOTAL						\$	11,687.84

Amount of Contract	\$ 762,470.09
Work Completed to Date.....	\$ 762,470.09
Change Order # 2	\$ 11,687.84
Total Completed with Change Order	\$ 774,157.93
Less 10% Retainage	\$ -
Less Previous Payments.....	\$ 653,837.26
Amount Due on This Estimate.....	\$ 120,320.67

Final Invoice + Retainage

McMahon Contracting, L. P.

Town of Addison

Caroline W. Dugan

[Signature]

AI-1989

6.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: Infrastructure- Development Services

AGENDA CAPTION:

Consider A **Resolution Approving An Interlocal Agreement With The Trinity River Authority For The Monitoring Of Wastewater For Certain Industrial Uses.**

BACKGROUND:

The Environmental Protection Agency (EPA) requires that uses categorized as Significant Industrial Users (SIUs) be monitored at the local level to ensure that they are disposing of wastewater in compliance with federal regulations. An example of an SIU in Addison is Plastech Corp. at 15606 Wright Bros. They form plastics into a variety of products, some of which co-mingle pesticides with plastics for things like flea collars. The wastewater generated in the industrial areas of Addison flows to and is treated by the Trinity River Authority (TRA). For this reason, the Town has historically contracted with the TRA to conduct the necessary inspections, sampling and testing of these SIUs.

This annual agreement, provided as an exhibit in the attached resolution, is for a not to exceed amount of \$5,000. This represents an increase of \$1,000 from prior years due to the opening of a new SIU in Addison within the past year. These costs are charged to the SIUs, so there is no budget impact to the Town.

RECOMMENDATION:

Administration recommends approval.

Attachments

Resolution

TOWN OF ADDISON, TEXAS

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS APPROVING AN INTERLOCAL AGREEMENT WITH THE TRINITY RIVER AUTHORITY OF TEXAS FOR PROVISION OF TESTING, LABORATORY AND MONITORING SERVICES IN AN AMOUNT NOT TO EXCEED \$5,000.00; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Interlocal Cooperation Act, Texas Government Code, Chapter 791, as amended (the "Act") provides authority for local governments of the State of Texas to enter into interlocal agreements with each other for the purpose of performing governmental functions and services as set forth in the Act; and

WHEREAS, federal law requires that uses categorized as Significant Industrial Users (SIUs) be monitored at the local level to ensure compliance with federal regulations; and

WHEREAS, The Trinity River Authority has the capabilities to perform such monitoring; and

WHEREAS, the City will be reimbursed by the businesses for the cost of the services rendered under the interlocal agreement; and

WHEREAS, the City desires to obtain testing, monitoring and laboratory services from the Trinity River Authority.

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

Section 1. The Contract for Technical Services between the Trinity River Authority and the Town of Addison for laboratory services for water and wastewater analysis, attached as **Exhibit A** and incorporated herein, is hereby approved and the City Manager is authorized to execute the agreement.

Section 2. This Resolution shall take effect from and after its date of adoption.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the 14th day of November, 2016.

Todd Meier, Mayor

ATTEST:

Laura Bell, City Secretary

APPROVED AS TO FORM:

Brenda N. McDonald, City Attorney

EXHIBIT A

CONTRACT FOR TECHNICAL SERVICES

I. CONTRACTING PARTIES

The Receiving Agency: **Town of Addison**, whose authorized address is:

**PO Box 9010
Addison, Texas 75001
Attn: Neil Gayden, RS Environmental Services Official**

The Performing Agency: Trinity River Authority of Texas, whose authorized address is 5300 South Collins, P. O. Box 240, Arlington, Texas 76004-0240, Attention: J. Kevin Ward, General Manager (or his designated representative).

II. STATEMENT OF SERVICES TO BE PERFORMED

In order to discharge the responsibilities associated with the enforcement of Federal, State, and City regulations, the Receiving Agency requires services of a laboratory qualified to perform water and wastewater analysis, and of personnel to conduct industrial inspection and/or sampling services, such services detailed in Section A, Subsection(s) **1, 2 & 3**, below.

A. PERFORMANCE OF SERVICES

1. Industrial Inspection Services

In keeping with the foregoing, the Receiving Agency employs the Performing Agency and the Performing Agency agrees to perform industrial inspection services within the parameters listed on the attached schedule sheet.

The Performing Agency shall perform all Industrial Pretreatment Inspections, review permit applications and prepare for submittal Permits to Discharge Industrial Wastes to the Sanitary Sewer in accordance with procedures established by the Trinity River Authority of Texas in accordance with 40 CFR Part 403.8. Industrial Pretreatment Inspections, Application reviews and permit preparations and submittals shall be in compliance with the Receiving Agency's Industrial Waste Ordinances, Sewer Ordinances Numbers **003-003**, and EPA General Pretreatment Regulations for Existing and New Sources. Records of Inspections, Applications and Permits shall be maintained as required by EPA General Pretreatment Regulations, 40 CFR § 403.12.

2. Industrial Sampling Services

In keeping with the foregoing, the Receiving Agency employs the Performing Agency and the Performing Agency agrees to perform industrial sampling services within the parameters listed on the attached schedule sheet and in accordance with the Receiving Agency's Industrial Waste Ordinances and Sewer Ordinances Numbers **003-003**.

The Performing Agency shall perform all sample collections, sample preservation, and maintenance of chain-of-custody records in accordance to the approved procedures set forth in Test Methods for Evaluating Solid Waste, EPA Manual SW-846, Methods for Chemical Analysis of Water and Wastes, EPA Manual EPA-600/4-79-020, and the Handbook for Sampling and Sample Preservation of Water and Wastewater, EPA Manual EPA-600/4-82-029. The samples shall be properly collected, preserved and delivered by the Performing Agency to the Performing Agency's laboratory located at 6500 West Singleton Blvd., Dallas, Texas. When feasible, the Performing Agency will

EXHIBIT A

conduct flow or time composited sampling. When composited sampling is not feasible, grab sampling will be performed.

3. **Analytical Services**

In keeping with the foregoing, the Receiving Agency employs the Performing Agency and the Performing Agency agrees to perform analytical services within the parameters listed on the attached schedule sheet.

The Receiving Agency will collect samples and deliver them to the laboratory for analysis. It is understood that these samples will be properly collected and preserved in accordance with applicable sections of A Practical Guide to Water Quality Studies of Streams, Federal Water Pollution Control Administration publication and Methods for Chemical Analysis for Water and Wastes, EPA manual, as well as the latest edition of Standard Methods for the Examination of Water and Wastewater. Additionally, requirements set by the National Environmental Laboratory Accreditation Conference will be followed as mandated by the Texas Commission on Environmental Quality for state accreditation. A chain-of-custody procedure shall be maintained in the field and the laboratory in accordance with procedures to be established by the Receiving Agency. The Receiving Agency will furnish chain-of-custody.

The Performing Agency will perform all analyses according to the approved procedures set forth in Standard Methods for the Examination of Water and Wastewater, current edition or the latest edition of Methods for Chemical Analysis of Water and Wastes, EPA manual. Additionally, requirements set by the National Environmental Laboratory Accreditation Conference will be followed as mandated by the Texas Commission on Environmental Quality for state accreditation. Samples will be analyzed by these methods on the production basis, to include appropriate analytical quality assurance procedures. Records will be kept for documentation of the Performing Agency's quality assurance program and copies will be available to the Receiving Agency upon request. Unusual interferences and problems will be reported to the Receiving Agency at its authorized address noted above. Research into specific techniques to overcome these difficulties will be undertaken when practical, and by mutual agreement. The chain-of-custody sheet submitted with each sample will designate the particular analysis or analyses to be made of each sample submitted. The laboratory will be operated in such a manner as to ensure the legal sufficiency of the sample handling; analytical and reporting procedures; and to remedy effects in the procedures should such be discovered.

The various laboratory personnel shall be directed upon receipt of written notice from the Receiving Agency 72 hours in advance, to appear and testify in enforcement actions. In such event, travel and per diem expenses for such employees shall be paid by the Receiving Agency. Travel and per diem for court appearances hereunder shall be based on current State laws.

Receiving Agency may deliver to Performing Agency samples for analyses separate and apart from those samples collected by the Performing Agency. When the Receiving Agency delivers samples to the Performing Agency for analyses, the Receiving Agency shall indicate the nature and extent of the analysis it desires to be conducted. Performing Agency shall not be responsible for the manner of collection or chain-of-custody or sheets which are matters entirely outside Performing Agency's control. Performing Agency shall receive, log and perform such analyses of samples in accordance with that part of the chain-of-custody procedures identified as Transfer of Custody and Storage attached hereto.

Samples analyzed to maintain the normal quality assurance program which the

EXHIBIT A

Performing Agency presently maintains in its laboratory will be charged to the Receiving Agency at the same rate as submitted samples.

B. TERMINATION

Either party to this Contract may terminate the Contract by giving the other party thirty day notice in writing at their authorized address as noted previously. Upon delivery of such notice by either party to the other and before expiration of the thirty day period, the Performing Agency will proceed promptly to cancel all existing orders, contracts, and obligations which are chargeable to this Contract. As soon as practicable after notice of termination is given, the Performing Agency will submit a voucher for work performed under this Contract through its termination. The Receiving Agency will pay the Performing Agency for the work performed less all prior payments. Copies of all completed or partially completed reports, documents, and studies prepared under this Contract will be delivered by the Performing Agency to the Receiving Agency when and if this Contract is terminated prior to the completion of the prescribed work.

C. AMENDING THE CONTRACT

The parties hereto without invalidating this Contract may alter or amend this Contract upon advance written agreement of both parties to exclude work being performed or to include additional work to be performed and to adjust the consideration to be paid hereunder by virtue of alterations or amendments.

III. BASIS FOR CALCULATING REIMBURSABLE COSTS

The financial basis for calculating reimbursable costs shall be as stated in Attachment A, said Attachment A shall be revised and updated annually. Any revisions will be incorporated by reference herein. A cost analysis shall be prepared each year by the Trinity River Authority of Texas and shall be approved by the Trinity River Authority of Texas Board of Directors prior to effective date of said revision.

The expenditures by the Trinity River Authority of Texas of funds paid to it under this Contract shall be subject to such State or Federal audit procedures as may be required by law and by accepted practices of the State or Federal auditor, or both, if requested. The Trinity River Authority of Texas shall be responsible for maintaining books of account that clearly, accurately and currently reflect financial transactions. The financial records must include all documents supporting entries on the account records which substantiate costs. The Trinity River Authority of Texas must keep the records readily available for examination for a period of three years after the close of the last expenditure.

IV. CONTRACT AMOUNT

The total costs charged by the Authority to the Receiving Agency shall not exceed **Five Thousand Dollars (\$5,000)** per annum during the term of this Contract, unless mutually agreed by the parties hereto.

EXHIBIT A

V. PAYMENT FOR SERVICES

The Performing Agency shall bill the Receiving Agency monthly for services performed. Charges for these services shall be based on the attached cost schedules.

The Receiving Agency shall pay the monthly billings of the Performing Agency within thirty days of their receipt.

VI. TERM OF CONTRACT

This Contract is to begin **October 1, 2016** and shall terminate **September 30, 2017**, subject to Section II, paragraph B of this contract.

VII. INTERLOCAL AGREEMENT

Inasmuch as the Receiving Agency and the Performing Agency are political subdivisions of this state, and inasmuch as the testing of water and wastewater are critical to the maintenance of public health and such testing is therefore, a governmental function and service, this contract is entered into pursuant to the Interlocal Cooperation Act, Chapter 791, Texas Government Code.

Receiving Agency:

TOWN OF ADDISON

BY: _____

TITLE: _____

DATE: _____

ATTEST: _____
(SEAL)

Performing Agency:

TRINITY RIVER AUTHORITY OF TEXAS

BY: _____

GENERAL MANAGER

DATE: _____

ATTEST: _____
(SEAL)

EXHIBIT A

CHAIN-OF-CUSTODY PROCEDURES

Sample Collection and Shipment

1. To the maximum extent achievable, as few people as possible should handle a sample.
2. Stream and effluent samples should be obtained using standard field sampling techniques and preservation procedures.
3. Chain-of-Custody sheets should be attached to each sample at the time it is collected. Sample containers must be appropriate for requested testing with appropriate preservation and legibly labeled. The tag or sheet contains basically laboratory (requested parameters) information; however, certain identifying items including City, City Code, Contact Name and Phone Number, Type Sample Matrix, Material Sampled, and Method of Preservation must be completed by the field personnel collecting the sample. In completing the Chain-of-Custody tag or sheet, care should be utilized to insure that all necessary information is correctly and legibly entered onto the form. A black ballpoint with water proof ink should be used at all times.
4. During shipment, samples should be appropriately cooled. TRA lab receiving technician will check temperature.

Transfer of Custody and Storage

1. All samples should be handled by the minimum possible number of persons.
2. All incoming samples shall be received by the laboratory technician or his alternate, and logged into a database. Information to be entered into the database shall include the client sample number, date received, source, time(s) sampled, date(s) sampled, and analyses requested and comments from the Chain of Custody.
3. Promptly after logging, the custodian technician will distribute the sample to an analyst or place the sample in the secure sample vault, which will be locked at all times except when samples are removed or returned by analysts. The sample will be tracked internally in the lab.
4. Samples shall be kept in the sample storage security area at all times when not actually being used by analysts, such as during overnight absences. The technician shall ensure that heat-sensitive samples, or other sample materials having unusual physical characteristics, or requiring special handling, are properly stored and maintained.
5. A log of sample removal and replacement will be kept in the secure sample vault and be retained as a permanent record of the laboratory.
6. The original Chain of Custody and a Sample Evaluation/Variance record shall be sent by the laboratory to the appropriate Receiving Agency control point as part of the final data report.

Work Session and Regular Meeting**Meeting Date:** 11/14/2016**Department:** Infrastructure- Development Services

AGENDA CAPTION:

Consider A **Resolution Approving An Interlocal Agreement With Dallas County Health And Human Services For Coordinated Health Services.**

BACKGROUND:

The Town of Addison does not offer any in-house public health assistance or services to residents. Instead, Addison has historically contracted for these services with the Dallas County Health and Human Services Department (DCHHS) through an inter-local agreement, provided as an exhibit in the attached resolution. DCHHS offers to provide these services to all other cities within the County, and 25 of the 31 cities participate. This allows for savings based on economies of scale and enables the County to better track public health trends within the County.

Through this agreement, DCHHS provides the following services:

- Tuberculosis Control Services
- Sexually Transmitted Disease Control Services
- Laboratory Services
- Communicable Disease Control Services
- Immunizations
- Child Health Care
- High Risk Infant Case Management
- Home Visits

Residents may receive these services in a variety of locations. Several services are only offered at the DCHHS' main clinic downtown at 2377 N. Stemmons Freeway. Other services are offered at various clinics around the County. The closest of these clinics is in Farmer's Branch at 2774 Valwood Parkway. The County also provides a mobile clinic for certain services. Residents are charged for these services based on their ability to pay.

Instead of charging the participating cities based on an itemized fee per service rendered, DCHHS charges a flat fee based on each entity's historical usage. For the past several years, Addison has paid \$2,500 annually for these services. There is no proposed increase in this fee for Fiscal Year 2016-2017. The Town's contribution is combined with Dallas County funding and available state and federal funds. This item is funded in the Development Services department budget.

RECOMMENDATION:

Administration recommends approval.

Attachments

Resolution

Supporting Information

2016 Year To Date Summary of Services

TOWN OF ADDISON, TEXAS

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS APPROVING AN INTERLOCAL AGREEMENT WITH DALLAS COUNTY FOR THE PROVISION OF LOCAL PUBLIC HEALTH SERVICES; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Interlocal Cooperation Act, Texas Government Code, Chapter 791, as amended (the “Act”) provides authority for local governments of the State of Texas to enter into interlocal agreements with each other for the purpose of performing governmental functions and services as set forth in the Act; and

WHEREAS, the City desires to participate with Dallas County to provide public health services to its residents.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

Section 1. The Interlocal Agreement for Coordinated Health Services between Dallas County, Texas, on behalf of Dallas County Health and Human Services and the Town of Addison, attached as **Exhibit A** and incorporated herein, is hereby approved and the City Manager is authorized to execute the agreement.

Section 2. This Resolution shall take effect from and after its date of adoption.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the 14th day of November, 2016.

Todd Meier, Mayor

ATTEST:

Laura Bell, City Secretary

APPROVED AS TO FORM:

Brenda N. McDonald, City Attorney

EXHIBIT A

THE STATE OF TEXAS	§ § § § § §	INTERLOCAL AGREEMENT FOR COORDINATED HEALTH SERVICES BETWEEN DALLAS COUNTY, TEXAS, ON BEHALF OF DALLAS COUNTY HEALTH AND HUMAN SERVICES, AND THE TOWN OF ADDISON, TEXAS
COUNTY OF DALLAS		

1. PARTIES

Whereas, Dallas County (“County”) has offered to provide certain health services to the various cities throughout Dallas County on a contract for services basis; and

Whereas, the Town of Addison, Texas (“Town”) desires to participate with County in establishing coordinated health services for Town and Dallas County; and

Whereas, County will operate certain health services for the residents of Town in order to promote the effectiveness of local public health services and goals (“Program”); and

Whereas, the cooperative effort will allow cities located within Dallas County to participate in providing public health services for their residents; and

Whereas, such cooperative effort serves and furthers the public purpose and benefits the citizens of County as a whole.

Now therefore, County, on behalf of Dallas County Health and Human Services (“DCHHS”), enters into this Interlocal Agreement (“Agreement”) with Town, pursuant to the authorities of the Texas Health and Safety Code Chapter 121, the Texas Government Code Chapter 791, and other applicable laws for health services to Town.

2. HEALTH SERVICES TO BE PERFORMED

A. County agrees to operate the Program, which will include the following health services:

- 1) Tuberculosis Control Services: providing preventative, diagnostic treatment, and epidemiological services;
- 2) Sexually Transmitted Diseases Control Services: consisting of education to motivate people to use preventative measures and to seek early treatment, prophylaxis, epidemiological investigation and counseling in accordance with County policy;
- 3) Communicable Disease Control Services: providing information concerning immunization and communicable diseases and coordinating with the Texas Department of State Health Services (“DSHS”) in monitoring communicable diseases;
- 4) Laboratory Services: performing chemical, biological, and bacteriological analysis

EXHIBIT A

and tests on which are bases diagnosis of disease, effectiveness of treatment, the quality of the environment, the safety of substance for human consumption, and the control of communicable disease.

- B. County agrees to provide to Town, in accordance with state and federal law, the following public health services:

- 1) Immunizations;
- 2) Child health care;
- 3) High risk infant case management; and
- 4) Home visits.

County also agrees to work with Town in order to decentralize clinics and to plan and provide for desired services by Town; however, any other services that Town requires, in addition to the above mentioned services, may result in additional fees to Town.

- C. County agrees to charge a sliding fee based on ability to pay to all residents of every municipality, including Town, in Dallas County. The fees charged by County for the services listed in Section 2A of this Agreement will be used to offset the Town's Program costs for the next Agreement Term. A schedule of fees to be charged by County is set out in Exhibit A, attached and incorporated herein by reference for all purposes.
- D. County agrees that the level of service provided in the Program for Town will not be diminished below the level of service provided to Town for the same services in the prior Agreement Term except as indicated in Section 2E of this Agreement. For purposes of Section 2E, level of service is measured by the number of patient visits and number of specimens examined. County will submit to Town a monthly statement, which will also include the number of patient visits and number of specimens examined during the preceding month.
- E. The possibility exists of reductions in state and federal funding to the Program that could result in curtailment of services if not subsidized at the local level. County will notify Town in writing of any amount of reduction, and any extent to which services will be curtailed as a result. The notice will also include an amount that Town may elect to pay to maintain the original level of services. Town will notify County in writing no later than fourteen (14) calendar days after the date of Town's receipt of the notice of funding reduction as to Town's decision to pay the requested amount or to accept the curtailment of service. If Town elects to pay the requested amount, payment is due no later than forty-five (45) calendar days after the date of the notice of funding reduction.

3. BUDGET

- A. County agrees to submit to Town by July 31st of each year a proposed budget describing the proposed level of services for the next Agreement Term;

EXHIBIT A

- B. For the Term of this Agreement, County agrees to provide the services listed in Section 2 of this Agreement at the level of services and for the amount stated in Exhibit D, which is attached and incorporated herein by reference for all purposes;
- C. Payment. Town shall pay County the following amount, as stated in Exhibit D. Two thousand five hundred and 00/100 Dollars (\$2,500.00), which is the agreed upon amount for Town's share of the total cost of the Program less federal and state funding.
- D. In lieu of paying the actual dollar amount stated in this Agreement, Town has the option, to the extent authorized by law, ordinances or policy, of making a request to negotiate for in-kind services that are equal in value to the total amount.
- E. This Agreement is contingent upon Town's appropriation of funds, or ability to perform in-kind services as described in Section 3D of this Agreement, for the services set forth herein. In the event Town fails to appropriate such funds, or provide in-kind services, County shall not incur any obligations under this Agreement.

4. ASSURANCES

- A. County shall operate and supervise the Program.
- B. Nothing in this Agreement shall be construed to restrict the authority of Town over its health programs or environmental health programs or to limit the operations or services of those programs.
- C. Town agrees to provide to County or assist County in procuring adequate facilities to be used for the services under this Agreement. These facilities must have adequate space, waiting areas, heating, air conditioning, lighting, and telephones. None of the costs and maintenance expenses associated with these facilities shall be the responsibility of County and County shall not be liable to Town or any third party for the condition of the facilities, including any premises defects.
- D. Town and County agree that other cities/towns/municipalities may join the Program by entering into an agreement with County that contains the same basic terms and conditions as this Agreement.
- E. Each party paying for the performance of governmental functions or services under this Agreement must make those payments from current revenues available to the paying party.

5. FINANCING OF SERVICES

- A. The health services provided under this Agreement will be financed as follows:
 - 1) Town and County will make available to the Program all appropriate federal and state

EXHIBIT A

funds, personnel, and equipment to provide the health services included under this Agreement and will use best efforts to cause these funds and resources to continue to increase.

- 2) Town shall pay to County, or provide in-kind services, its share of budgeted costs that are in excess of the federal and state funding for providing the health services under this Agreement. Budgeted costs shall not exceed those reflected in Exhibits B, C and D for the appropriate Agreement Term.
- B. Town has elected to pay to County a lump sum payment for the Term the amount stated in Exhibit D.
- C. Any payment not made within thirty (30) calendar days of its due date shall bear interest in accordance with Chapter 2251 of the Texas Government Code.
- D. Town and County agree that no more than ten percent (10%) of the Town's cost of participating in the Program will be used for administration of the Program.

6. TERM

The Term of this Agreement shall be effective from October 1, 2016 through September 30, 2017, unless otherwise stated in this Agreement.

7. TERMINATION

- A. Without Cause: This Agreement may be terminated in writing, without cause, by either party upon thirty (30) calendar days prior written notice to the other party.
- B. With Cause: Either party may terminate the Agreement immediately, in whole or in part, at its sole discretion, by written notice to the other party, for the following reasons:
 - 1) Lack of, or reduction in, funding or resources;
 - 2) Non-performance;
 - 3) The improper, misuse or inept use of funds or resources directly related to this Agreement;
 - 4) The submission of data, statements and/or reports that is incorrect, incomplete and/or false in any way.

8. RESPONSIBILITY

County and Town agree that each shall be responsible for its own negligent acts or omissions or other tortious conduct in the course of performance of this Agreement, without waiving any governmental immunity available to County or Town or their respective officials, officers, employees, or agents under Texas or other law and without waiving any available defenses

EXHIBIT A

under Texas or other law. Nothing in this paragraph shall be construed to create or grant any rights, contractual or otherwise, in or to any third persons or entities.

9. INSURANCE

Town and County agree that they will, at all times during the Term of this Agreement, maintain in full force and effect insurance or self-insurance to the extent permitted by applicable laws. Town and County will be responsible for their respective costs of such insurance, any and all deductible amounts in any policy and any denials of coverage made by their respective insurers.

10. ACCESS TO RECORDS RELEVANT TO PROGRAM

Town and County agree to provide to the other upon request, copies of the books and records relating to the Program. Town and County further agree to give Town and County health officials access to all Program activities. Both Town and County agree to adhere to all applicable confidentiality provisions, including those relating to Human Immunodeficiency Virus (HIV) and Sexually Transmitted Disease (STD) information, as mandated by federal and State law, as well as by DSHS.

11. NOTICE

Any notice to be given under this Agreement shall be deemed to have been given if reduced to writing and delivered in person by a reputable courier service or mailed by Registered Mail, postage pre-paid, to the party who is to receive such notice, demand or request at the addresses set forth below. Such notice, demand or request shall be deemed to have been given, if by courier, at the time of delivery, or if by mail, three (3) business days subsequent to the deposit of the notice in the United States mail in accordance herewith. The names and addresses of the parties' hereto to whom notice is to be sent are as follows:

Zachary Thompson, Director
Dallas County Health & Human Services
2377 N. Stemmons Freeway, LB 12
Dallas, TX 75207-2710

Laura Bell, Town Secretary
Town of Addison
P.O. Box 9010
Addison, TX. 75001-9010
(972) 450-2881

12. IMMUNITY

This Agreement is expressly made subject to County's and Town's Governmental Immunity, including, without limitation, Title 5 of the Texas Civil Practices and Remedies Code, and all applicable federal and state laws. The parties expressly agree that no provision of this Agreement is in any way intended to constitute a waiver of any immunities from suit or from liability, or a waiver of any tort limitation, that Town or County has by operation of law or otherwise. Nothing in this Agreement is intended to benefit any third party beneficiary.

13. COMPLIANCE WITH LAWS AND VENUE

In providing services required by this Agreement, Town and County must observe and comply with all licenses, legal certifications, or inspections required for the services, facilities, equipment, or materials, and all applicable federal, State, and local statutes, ordinances, rules, and regulations.

EXHIBIT A

Texas law shall govern this Agreement and exclusive venue shall lie in Dallas County, Texas.

14. AMENDMENTS AND CHANGES IN THE LAW

No modification, amendment, novation, renewal or other alteration of this Agreement shall be effective unless mutually agreed upon in writing and executed by the parties hereto. Any alteration, addition or deletion to the terms of this Agreement which are required by changes in federal or State law are automatically incorporated herein without written amendment to this Agreement and shall be effective on the date designated by said law.

15. ENTIRE AGREEMENT

This Agreement, including all Exhibits and attachments, constitutes the entire agreement between the parties hereto and supersedes any other agreements concerning the subject matter of this transaction, whether oral or written.

16. BINDING EFFECT

This Agreement and the respective rights and obligations of the parties hereto shall inure to the benefit and be binding upon the successors and assigns of the parties hereto, as well as the parties themselves.

17. GOVERNMENT FUNDED PROJECT

If this Agreement is funded in part by either the State of Texas or the federal government, County and Town agree to timely comply without additional cost or expense to the other party, unless otherwise specified herein, to any statute, rule, regulation, grant, contract provision or other State or federal law, rule, regulation, or other similar restriction that imposes additional or greater requirements than stated herein and that is directly applicable to the services rendered under the terms of this Agreement.

18. DEFAULT/ CUMULATIVE RIGHTS/ MITIGATION

In the event of a default by either party, it is not a waiver of default if the non-defaulting party fails to immediately declare a default or delays in taking any action. The rights and remedies provided by this Agreement are cumulative, and either party's use of any right or remedy will not preclude or waive its right to use any other remedy. These rights and remedies are in addition to any other rights the parties may have by law, statute, ordinance or otherwise. Both parties have a duty to mitigate damages.

19. FISCAL FUNDING CLAUSE

Notwithstanding any provisions contained herein, the obligations of County and Town under this Agreement are expressly contingent upon the availability of funding for each item and obligation contained herein for the Term of the Agreement and any extensions thereto. Town and County shall have no right of action against the other party in the event the other party is unable to fulfill its obligations under this Agreement as a result of lack of sufficient funding for any item or obligation

EXHIBIT A

from any source utilized to fund this Agreement or failure to budget or authorize funding for this Agreement during the current or future Agreement Terms. In the event that County or Town is unable to fulfill its obligations under this Agreement as a result of lack of sufficient funding, or if funds become unavailable, each party, at its sole discretion, may provide funds from a separate source or may terminate this Agreement by written notice to the other party at the earliest possible time.

20. COUNTERPARTS, NUMBER, GENDER AND HEADINGS

This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. Words of any gender used in this Agreement shall be held and construed to include any other gender. Any words in the singular shall include the plural and vice versa, unless the context clearly requires otherwise. Headings herein are for the convenience of reference only and shall not be considered in any interpretation of this Agreement.

21. PREVENTION OF FRAUD AND ABUSE

Town and County shall establish, maintain and utilize internal management procedures sufficient to provide for the proper, effective management of all activities funded under this Agreement. Any known or suspected incident of fraud or program abuse involving County or Town's employees or agents shall be reported immediately for appropriate action. Moreover, Town and County warrant to be not listed on a local, county, State or federal consolidated list of debarred, suspended and ineligible contractors and grantees. Town and County agree that every person who, as part of their employment, receives, disburses, handles or has access to funds collected pursuant to this Agreement does not participate in accounting or operating functions that would permit them to conceal accounting records and the misuse of said funds. Each party shall, upon notice by the other party, refund their respective expenditures that are contrary to this Agreement.

22. AGENCY / INDEPENDENT CONTRACTOR

County and Town agree that the terms and conditions of this Agreement do not constitute the creation of a separate legal entity or the creation of legal responsibilities of either party other than under the terms of this Agreement. County and Town are and shall be acting as independent contractors under this Agreement; accordingly, nothing contained in this Agreement shall be construed as establishing a master/servant, employer/employee, partnership, joint venture, or joint enterprise relationship between County and Town. Town and County are responsible for their own acts, forbearance, negligence and deeds, and for those of their respective officials, agents or employees in conjunction with the performance of work covered under this Agreement.

23. SEVERABILITY

If any provision of this Agreement is construed to be illegal or invalid, this will not affect the legality or validity of any of the other provisions in this Agreement. The illegal or invalid provision will be deemed stricken and deleted, but all other provisions shall continue and be given effect as if the illegal or invalid provisions had never been incorporated.

EXHIBIT A

24. SIGNATORY WARRANTY

Each person signing and executing this Agreement does hereby warrant and represent that such person has been duly authorized to execute this Agreement on behalf of City/Town or County, as the case may be.

DALLAS COUNTY:

TOWN OF ADDISON:

By: Clay Lewis Jenkins
Dallas County Judge

By: _____
Town Manager/Mayor

DATE: _____

DATE: _____

Recommended:

Attested:

By: Zachary Thompson
Director, DCHHS

By: Laura Bell
Town Secretary

Approved as to Form*:
SUSAN HAWK
DISTRICT ATTORNEY

Approved as to Form:

By: Melanie Barton
Assistant District Attorney

By: _____
Town Attorney

*By law, the District Attorney's Office may only advise or approve contracts or legal documents on behalf of its clients. It may not advise or approve a contract or legal document on behalf of other parties. Our review of this document was conducted solely from the legal perspective of our client. Our approval of this document was offered solely for the benefit of our client. Other parties should not rely on this approval, and should seek review and approval by their own respective attorney(s).

FY 2017 FEE SCHEDULE (PROPOSED)

SEXUALLY TRANSMITTED

Treatment	\$20 - \$45 (Sliding Scale)
Blood Drawing	\$5
Chemical Lesion Reduction	\$45
Medical Records Copies	\$5 each

TUBERCULOSIS

TB Testing-Level I (Office Visit)	\$30
TB Testing-Level II (Quantiferon)	\$50
Chest X-Ray Copies	\$5

LABORATORY

Wet Prep	\$6 each
Gram Stain	\$6 each
GC Culture	\$14 each
RPR	\$11 each
GEN Probe GC Screen	\$47 each
GEN Probe CT Screen	\$47 each
HIV Test	\$15 each
HIV Test - Rapid	\$20 each
Salmonella/Shigella	\$16 each
Chancroid Culture	\$10 each
MTD Testing for TB	\$40/ each
TB Culture & Concentration	\$25 each
TB Identification	\$15 each
TB Susceptibility	\$31 each
TB Acid Fast Stain	\$ 8 each

NURSING SERVICE

Hepatitis A Havrix*	\$45/injection
Hepatitis B Vaccine*	\$50/injection
Twinrix	\$80/injection
Rabies (PE)	\$320/injection
IPV	\$45/injection
Pneumococcal*	\$105/injection
Adacel (Pertussis)	\$60/injection
HIB	\$35/injection
Japanese Encephalitis	\$330/injection
Meningococcal (Menomune)	\$140/injection
Typhoid (Polysaccharide)	\$75/injection
Typhoid (Oral)	\$50/box
Yellow Fever Vaccine	\$160/injection
Boostrix Vaccine	\$50/injection
Influenza Vaccine*	\$20/injection
Influenza (High Dose)	\$45/injection
Influenza (Intradermal)	\$30/injection
Rabies Administrative Fee/	
Serves State Vaccine	\$25
Foreign Travel Office Visit Fee	\$25
TD*	\$45/injection

ENVIRONMENTAL HEALTH

Septic Tank Inspection	\$310/Commercial/Business
	\$260/Residential
Septic Tank Re-Inspection	\$35/Residential
	\$85/Commercial
Food Establishment Inspection	\$150/yr./establishment
Half-Way Houses & Boarding	\$75/plus \$25 for each
Homes, Residential	additional unit on site
Mosquito Spraying for Non-	
contracting cities	\$185/ per hour
Water Sample	\$50
Mosquito Testing	\$35
Food Mgr. Cert. Program	\$100/per person
Food Mgr. Cert. Retesting	\$50/per person

Note: 1) # Indicates \$10 charge for State fee

CRIMINAL TESTING

Blood Draws	\$38
Buccal Swabs	\$38
Cryotherapy	\$15
<u>EARLY INTERVENTION CLINIC</u>	
EIC Counseling Fee	\$5
EIC Medical Visit Fee	\$10

Comprehensive TB Testing & Evaluation (Incl. Chest X-ray)	\$80
---	------

Pregnancy Test	\$20 each
Urinalysis	\$15 each
Dark Field	\$16 each
Herpes Culture	\$38 each
Herpes Type 1 & 2 Serology	\$50 each
Group A Strep	\$14 each
HIV-1 RNA Testing	\$115 each
Western Blot	\$75 each
Residual Clinical Specimens	\$5 each
<i>Urine Screen:</i>	
Neisseria Gonorrhoeae	\$47 each
Chlamydia Trachomatis	\$47 each
Lead Screen	\$10 each
Staphylococcus/Aureus Culture	\$17 each

Varivax*	\$135/injection
Meningococcal (MCV4)*	\$130/injection
Zostavax (Shingles)*	\$235/injection
Gardasil (HPV)*	\$195/injection
Hepatitis A (Pediatric)	\$35/injection
Hepatitis B (Pediatric)	\$30/injection
DT	\$60/injection
DTaP-HepB-IPV	\$85/injection
DTaP-IPV	\$60/injection
Rotavirus	\$125/injection
PCV13	\$160/injection
MMR*	\$80/injection

Communicable Disease Program:

Hepatitis C Screening	\$35/Test
-----------------------	-----------

Immunization/VFC Program:

DPT,DT,Hib,	\$5/Per child
Well Baby	\$5/Visit
Diabetic Testing	\$5/Test
Immunization Record	\$5 each
Foreign Travel Yellow Card	\$5 each

*Note: Vaccines marked with asterisks are part of the Adult Safety Net Program (ASNP). Clients eligible to receive through the ASNP will be charged a fee of \$10/shot.

Day Care Center Inspections	\$2/per authorized child
Temporary Food Permit	\$75/plus \$10 per day
Funeral Home Inspection	\$200
FHA, VA, Conventional Loans	\$125/Licensed
	\$150/Unlicensed
Annual Group Home Inspection	\$50

Sub-division Plat Approval	\$200/Residential
	\$150/Commercial
Animal Control/Quarantine	\$7/per day
Animal Control/Vicious Animal	\$12/per day
Food Manager Re-certification	\$50/Test
W/Multiple Test Sites	

EXHIBIT B

January, 2015 thru December, 2015

<i>Municipality</i>	<i>Tuberculosis</i>	<i>Sexually Transmitted Disease</i>	<i>Laboratory</i>	<i>Communicable Disease</i>
<i>Addison</i>	99	39	57	299
<i>Balch Springs</i>	206	120	371	176
<i>Carrollton</i>	751	191	603	572
<i>Cedar Hill</i>	251	235	171	390
<i>Cockrell Hill</i>	10	0	4	97
<i>Coppell</i>	107	25	16	265
<i>Dallas</i>	34504	8084	25204	24874
<i>Desoto</i>	599	299	261	554
<i>Duncanville</i>	361	170	285	339
<i>Farmers Branch</i>	472	56	212	247
<i>Garland</i>	3633	595	2492	394
<i>Glenn Heights</i>	89	58	58	67
<i>Grand Prairie</i>	1906	319	1457	1171
<i>Highland Park</i>	0	0	0	63
<i>Hutchins</i>	102	19	50	34
<i>Irving</i>	3783	684	2562	1715
<i>Lancaster</i>	391	326	293	229
<i>Mesquite</i>	1293	565	1312	883
<i>Richardson</i>	1663	108	334	628
<i>Rowlett</i>	500	41	105	114
<i>Sachse</i>	77	11	34	78
<i>Seagoville</i>	103	48	159	121
<i>Sunnyvale</i>	19	10	4	174
<i>University Park</i>	1	1	0	49
<i>Wilmer</i>	241	22	57	27
<i>Out of County</i>	1099	1517	64884	2021
Total	52260	13543	100985	35581

May 3, 2016

DALLAS COUNTY HEALTH & HUMAN SERVICES

EXHIBIT C

FY '17

Municipality	Sexually Transmitted Disease			Communicable Disease	FY 17 Contract Total
	Tuberculosis	Laboratory	Disease		
Addison	\$3,944	\$4,771	\$1,057	\$4,573	\$2,500
Balch Springs	\$8,207	\$14,681	\$6,882	\$2,692	\$9,377
Carrollton	\$29,920	\$23,368	\$11,186	\$8,749	\$23,823
Cedar Hill	\$10,000	\$28,751	\$3,172	\$5,965	\$2,498
Cockrell Hill	\$338	\$0	\$74	\$1,484	\$1,232
Coppell	\$4,263	\$3,059	\$297	\$4,053	\$3,131
Dallas	\$1,374,657	\$989,040	\$467,532	\$380,467	\$1,754,252
Desoto	\$23,864	\$36,581	\$4,842	\$8,474	\$17,620
Duncanville	\$14,382	\$20,799	\$5,287	\$5,185	\$11,273
Farmers Branch	\$18,805	\$6,851	\$3,933	\$3,778	\$6,856
Garland	\$144,740	\$72,796	\$46,226	\$6,027	\$80,156
Glenn Heights	\$3,546	\$7,096	\$1,076	\$1,025	\$574
Grand Prairie	\$75,936	\$39,028	\$27,027	\$17,911	\$38,854
Highland Park	\$0	\$0	\$0	\$964	\$132
Hutchins	\$4,064	\$2,325	\$927	\$520	\$3,149
Irving	\$150,717	\$83,684	\$47,525	\$26,232	\$81,906
Lancaster	\$15,578	\$39,885	\$5,435	\$3,503	\$12,106
Mesquite	\$51,514	\$69,125	\$24,337	\$13,506	\$31,608
Richardson	\$66,255	\$13,213	\$6,196	\$9,606	\$23,756
Rowlett	\$19,920	\$5,016	\$1,948	\$1,744	\$4,925
Sachse	\$3,068	\$1,346	\$631	\$1,193	\$362
Seagoville	\$4,103	\$5,873	\$2,949	\$1,851	\$6,440
Sunnyvale	\$757	\$1,223	\$74	\$2,661	\$99
University Park	\$40	\$122	\$0	\$749	\$48
Wilmer	\$9,602	\$2,692	\$1,057	\$413	\$2,597
Out of County	\$43,785	\$185,599	\$1,203,592	\$30,914	\$77,142
Total	\$2,082,065	\$1,656,924	\$1,873,262	\$544,239	\$2,196,416

May 3, 2016

EXHIBIT D

FY'17 CONTRACT COSTS

MUNICIPALITIES	CONTRACT COST
ADDISON	\$2,500
BALCH SPRINGS	\$9,377
CARROLLTON	\$23,823
CEDAR HILL	\$2,498
COCKRELL HILL	\$1,232
COPPELL	\$3,131
* DALLAS	\$1,754,252
* DESOTO	\$17,620
* DUNCANVILLE	\$11,273
FARMERS BRANCH	\$6,856
* GARLAND	\$80,156
GLENN HEIGHTS	\$574
GRAND PRAIRIE	\$38,854
HIGHLAND PARK	\$132
HUTCHINS	\$3,149
IRVING	\$81,906
LANCASTER	\$12,106
* MESQUITE	\$31,608
* RICHARDSON	\$23,756
* ROWLETT	\$4,925
* SACHSE	\$362
* SEAGOVILLE	\$6,440
SUNNYVALE	\$99
UNIVERSITY PARK	\$48
* WILMER	\$2,597
* UNINCORPORATED	\$77,142
TOTAL	\$2,196,416



**DALLAS COUNTY
HEALTH AND HUMAN SERVICES
ADMINISTRATION**

Zachary S. Thompson, Director

October 19, 2016

The Honorable Todd Meier, Mayor
Town of Addison
P.O. Box 9010
Addison, Texas 75001-9010

Dear Mayor Meier:

Below is a summary of services performed by Dallas County Department of Health & Human Services during the month of September 2016. Also listed are the FY16 year-to-date figures.

Clinic Visited	Current Month	FY16 YTD
A. Communicable Disease:	11	291
B. Well Child:	0	0
C. Immunizations:	28	224
D. # of patients visited at home:	0	0
E. Senior Citizens:	0	0
F. Venereal Diseases:	4	42
G. Tuberculosis*:	26	139
H. Laboratory:	1	59
I. Special Clinics:	0	0
TOTAL CURRENT MONTH SERVED:	70	755

*YTD includes duplicated patients.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact us at (214) 819-1900.

Sincerely,


Zachary Thompson
Director

xc: Wes Pierson, City Manager



**DALLAS COUNTY
HEALTH AND HUMAN SERVICES
ADMINISTRATION**

Zachary S. Thompson, Director

October 19, 2016

The Honorable Todd Meier, Mayor
Town of Addison
P.O. Box 9010
Addison, Texas 75001-9010

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If you have any questions, or if we may be of further assistance, please do not hesitate to contact us at (214) 819-1900.

Sincerely,


Zachary Thompson
Director

xc: Wes Pierson, City Manager

AI-1909

8.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: Infrastructure- Development Services

AGENDA CAPTION:

Hold A Public Hearing, Discuss, And Consider Approval Of An **Ordinance Changing The Zoning On Property Located At The Southeast Corner of Westgrove Drive and Sojourn Drive, Which Property Is Currently Zoned PD, Planned Development, To Approve A New PD, Planned Development, Allowing An Office And Warehouse Building** Case 1742-Z/Knight Renovation.

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on October 18, 2016, voted to recommend approval of an ordinance rezoning an approximately 2.011 acre property located at the southeast corner of Westgrove Drive and Sojourn Drive from PD (Planned Development) to a new PD (Planned Development) allowing an office and warehouse building, subject to the following condition:

- The warehouse use being approved is warehouse for the use of the approved office.

Voting Aye: Ennis, Griggs, Morgan, Robbins, Robinson, Schaeffer, Smith

Voting Nay: none

Absent: none

The Planning and Zoning Commission unanimously approved staff's recommendation for approval.

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: Paula Nelvin, 17006 Westgrove Drive

Against: none

Please refer to the attached staff report for additional information on the case.

RECOMMENDATION:

Administration recommends approval.

Attachments

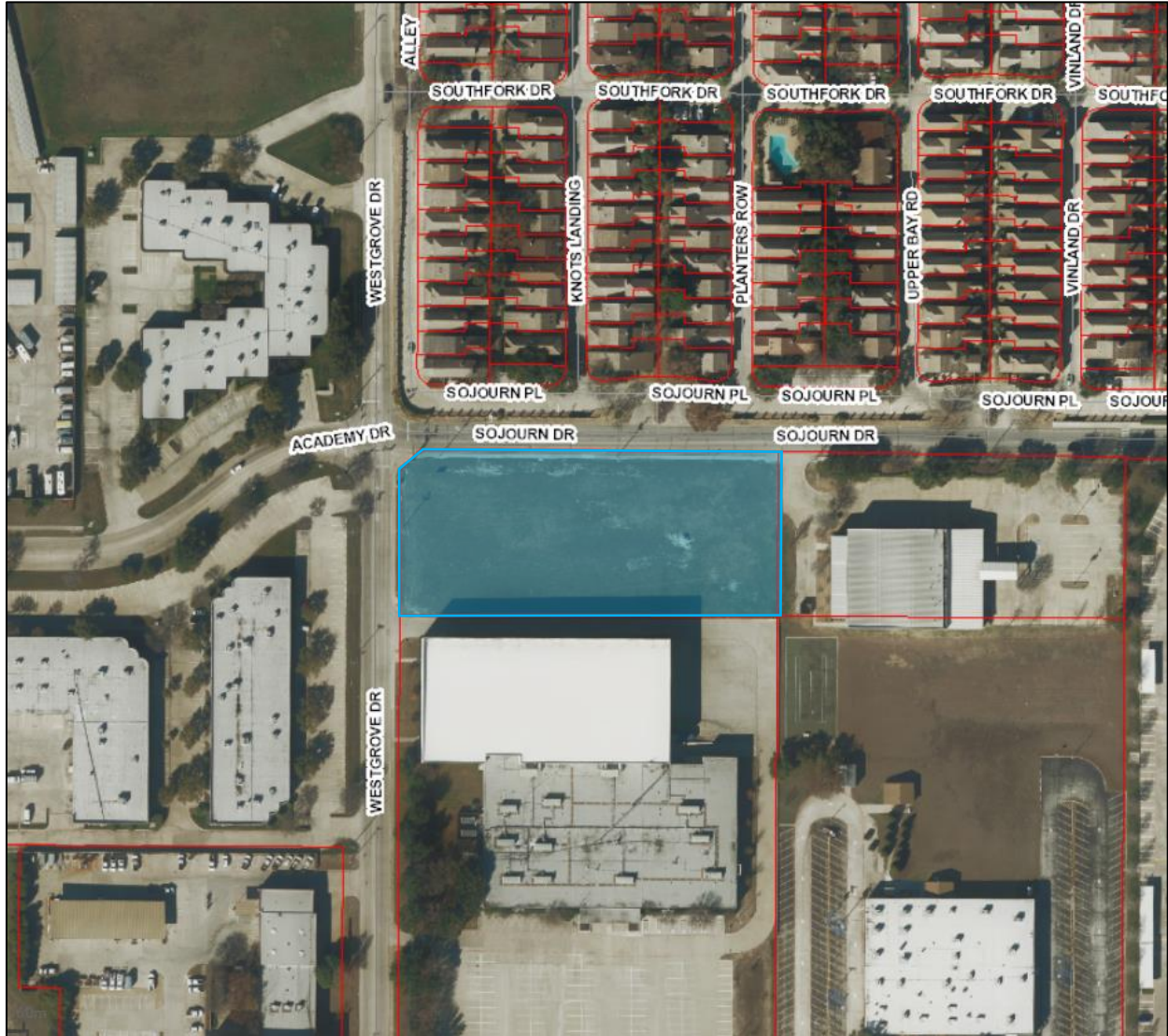
1742-Z Staff Report

1742-Z Plans

1742-Z

PUBLIC HEARING Case 1742-Z/Knight Renovation. Public hearing, discussion, and take action on a recommendation regarding an ordinance rezoning approximately 2.011 acres of property located at the southeast corner of Westgrove Drive and Sojourn Drive, which is currently zoned PD, Planned Development, in order to approve a new Planned Development allowing an office and warehouse building.

LOCATION MAP





October 14, 2016

STAFF REPORT

RE: Case 1742-Z/Knight Renovations

LOCATION: 2.011 acres of property located at the southeast corner of Westgrove Drive and Sojourn Drive

REQUEST: Approval of an ordinance rezoning the property from a PD (Planned Development) to a new PD (Planned Development)

APPLICANT: Knight Renovation, represented by Mr. Mike Williams

DISCUSSION:

Background: The property located at the southeast corner of Westgrove Drive and Sojourn Drive is a vacant 2.011 acre tract currently zoned as Planned Development (PD) District O93-057. The current PD mirrors the standards found in the Commerical-1 District. The property is bordered by Trinity Christian Academy's Athletic Training Center to the East, the Addison Place residential neighborhood to the North across Sojourn Drive, flex-office space to the West across Westgrove Drive, and a book printing company to the South across a shared fire lane.

Knight Renovations is a construction and renovation company currently based in Richardson, Texas. They are looking to move their corporate headquarters and warehouse to this location. To accommodate this, staff is recommending a new Planned Development that would mirror the Commerical-1 District standards, but also allow for the office/warehouse and private fuel station use. It would also grant development plan approval for the proposed development.

Proposed Plan: Commerical-1 District regulations allow for building heights of up to six stories. Knight Renovations is proposing to construct a two story office and warehouse building. The office portion of the building would consist of 10,646 square feet of office space that would front Sojourn Drive. The 9,224 square foot warehouse portion would be behind (to the south of) the office portion and would be visible from Westgrove Drive.

The plan also calls for a fenced-in area behind the building that would include a fueling station for the company's vehicles. The portion of the screening wall visible from Sojourn Drive would be brick to match the building. The building itself and the wall would block views into this area, including the fueling tank and pump.

At this time, the property owner is only proposing to build on about half of the site. Should additional development be pursued in the future, the PD will need to be amended at that time.

Exterior Facades: The four building elevations would have between 82.6% and 98.9% brick to comply with the masonry requirements. The northern elevation fronting Sojourn Drive is very office-like in appearance with brick, many windows, and composite metal paneling and metal canopies as accent materials.

Parking: The office portion of the building requires a parking ratio of 1 space per 300. Given the square footage, this equates to 36 parking spaces. The warehouse portion of the building requires a 1 per 1,000 ratio, necessitating 10 spaces. The plan calls for 46 parking spaces, which meets the combined requirement.

Landscaping: The landscape plan has been reviewed by the Parks Department and found to be in compliance with all landscaping requirements. This includes frontage requirements along both Sojourn Drive and Westgrove Drive, the 20% site coverage, parking lot plantings and perimeter screening. Additionally, the landscaping along Westgrove Drive has been increased to reduce the view of the overhead doors accessing the warehouse on the western façade, as required by the landscaping requirements.

It should also be noted that the property owner has agreed to pull the sidewalk away from the back of curb in anticipation of the requirements of the new Master Transportation Plan.

RECOMMENDATION: **APPROVAL**

Staff believes that this is an appropriate use for this area of the Town and this site in particular. Staff and the property owner are sensitive to the fact that there are residential properties to the north of this site across Sojourn Drive. The landscaping enhancements and the orientation of the office component of the building in this direction will present an attractive façade to the residential lots while the less desirable components of the plan will be screened from view. Accordingly, staff recommends approval of the request, subject to no conditions.

Land Use Analysis

Attributes of Success Matrix

Knight Renovations, SE corner of Westgrove Dr. and Sojourn

1742-Z

Attribute	Comment	Score
Competitive	The proposed office/warehouse is a quality development that will hold a new corporate headquarters.	
Safe	The design of project should facilitate a safe and secure development.	
Functional	The site plan presents a functional development.	
Visually Appealing	The high quality façade and landscaping upgrades will make the site visually appealing, especially from the street frontages.	
Supported with Amenities	There are amenities for users of this property in the near vicinity.	
Environmentally Responsible	The high quality landscaping will be environmentally responsible.	
Walkable	Moving the sidewalks back of curb will improve the walkability of the site and will connect with the existing sidewalk network.	
Overall Assessment	The proposed development represents the highest and best use for this site.	



Case 1742-Z/Knight Renovation
October 18, 2016

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on October 18, 2016, voted to recommend approval of an ordinance rezoning an approximately 2.011 acre property located at the southeast corner of Westgrove Drive and Sojourn Drive from PD (Planned Development) to a new PD (Planned Development) allowing an office and warehouse building, subject to the following condition:

- The warehouse use being approved is warehouse for the use of the approved office.

Voting Aye: Ennis, Griggs, Morgan, Robbins, Robinson, Schaeffer, Smith

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: Paula Nelvin, 17006 Westgrove Drive

Against: none

1	08.19.16	P&Z Submittal
2	09.12.16	Final Dev. Submittal
3	10.03.16	SUP Submittal

REVISIONS:



THE SEAL APPEARING ON THIS DOCUMENT WAS
 AUTHORIZED BY MICHAEL L. WILLIAMS, ARCHITECT #118915
 October 3, 2016 Zoning Submittal
 ALTERATIONS OF SEALED DOCUMENTS WITHOUT PROPER
 NOTIFICATION TO THE RESPONSIBLE ARCHITECT IS AN
 OFFENSE UNDER THE TEXAS BOARD OF ARCHITECTURAL
 EXAMINERS.

SHEET CONTENTS:

OVERALL SITE PLAN

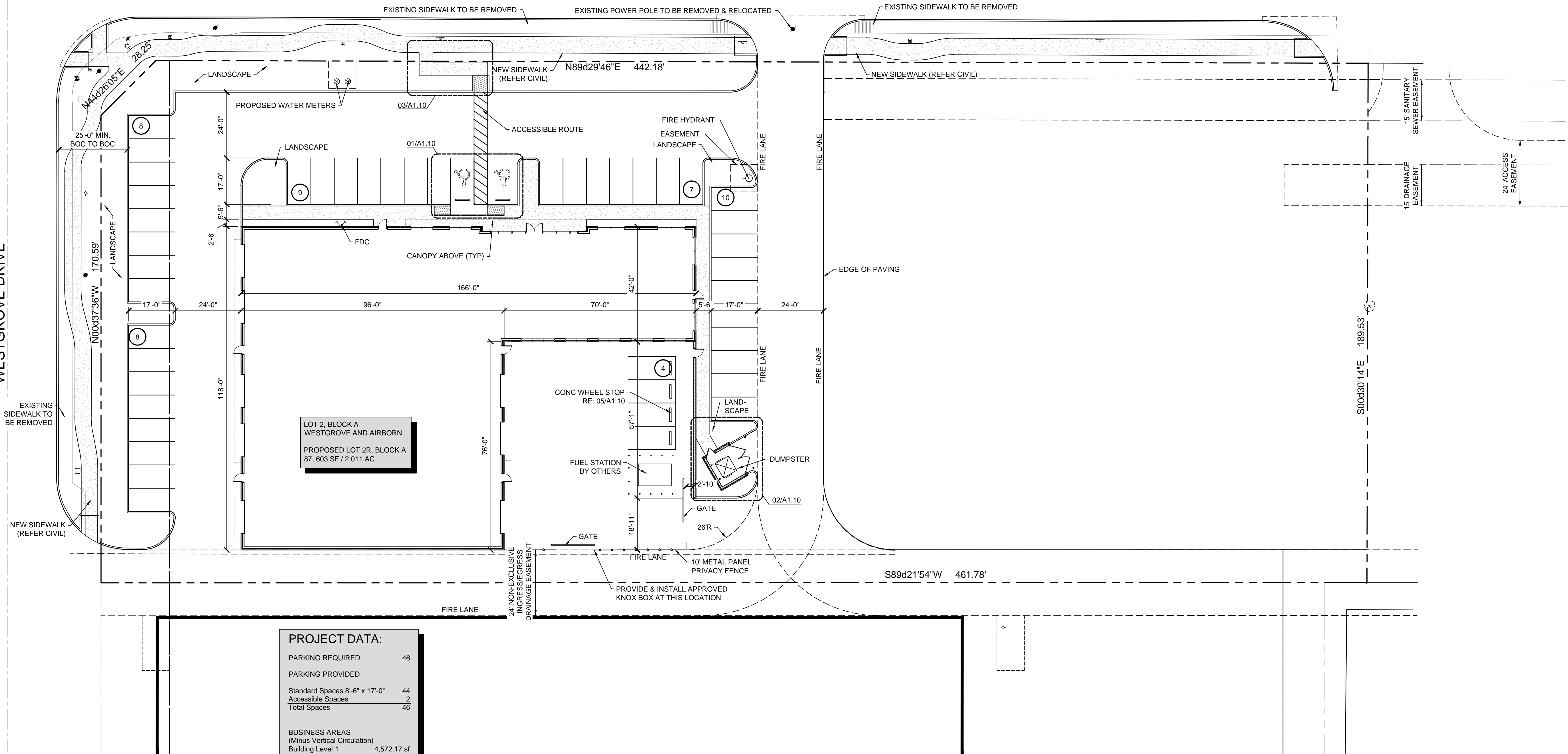
DATE: October 3, 2016

SHEET:

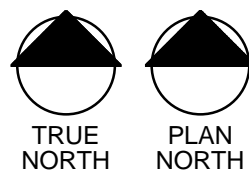
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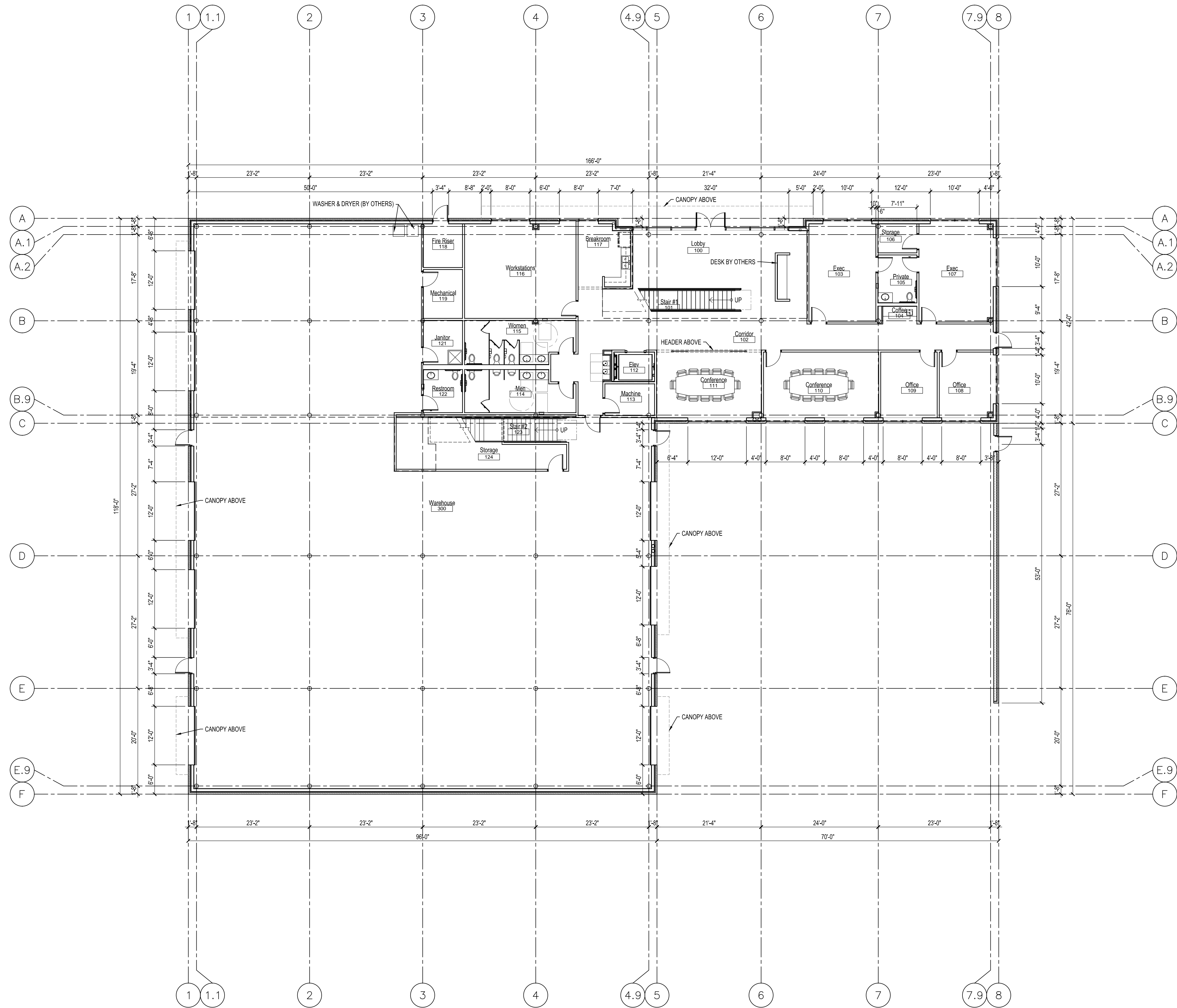
SOJOURN DRIVE

WESTGROVE DRIVE



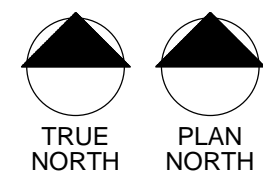
PROJECT DATA:	
PARKING REQUIRED	46
PARKING PROVIDED	
Standard Spaces 8'-6" x 17'-0"	44
Accessible Spaces	2
Total Spaces	46
BUSINESS AREAS (Minus Vertical Circulation)	
Building Level 1	4,572.17 sf
Building Level 2	6,073.82 sf
Total	10,645.99 sf
WAREHOUSE AREAS	
Building Level 1	9,223.66 sf
Building Level 2	0 sf
Total	9,223.66 sf





01 FLOOR PLAN - LEVEL 1

Scale: 3/32" = 1'-0"



AZIMUTH:

architecture

9660 Audelia Road
Suite 123-66
Dallas, Texas 75238
214.261.9060

www.azimutharc.com

**Knight Renovations
Corporate Offices &
Warehouse**
4200 Sojourn, Addison, Texas
City Project Number: 16-12

2206

1	08.19.16	P&Z Submittal
2	09.12.16	Final Dev. Submittal
3	10.03.16	SUP Submittal



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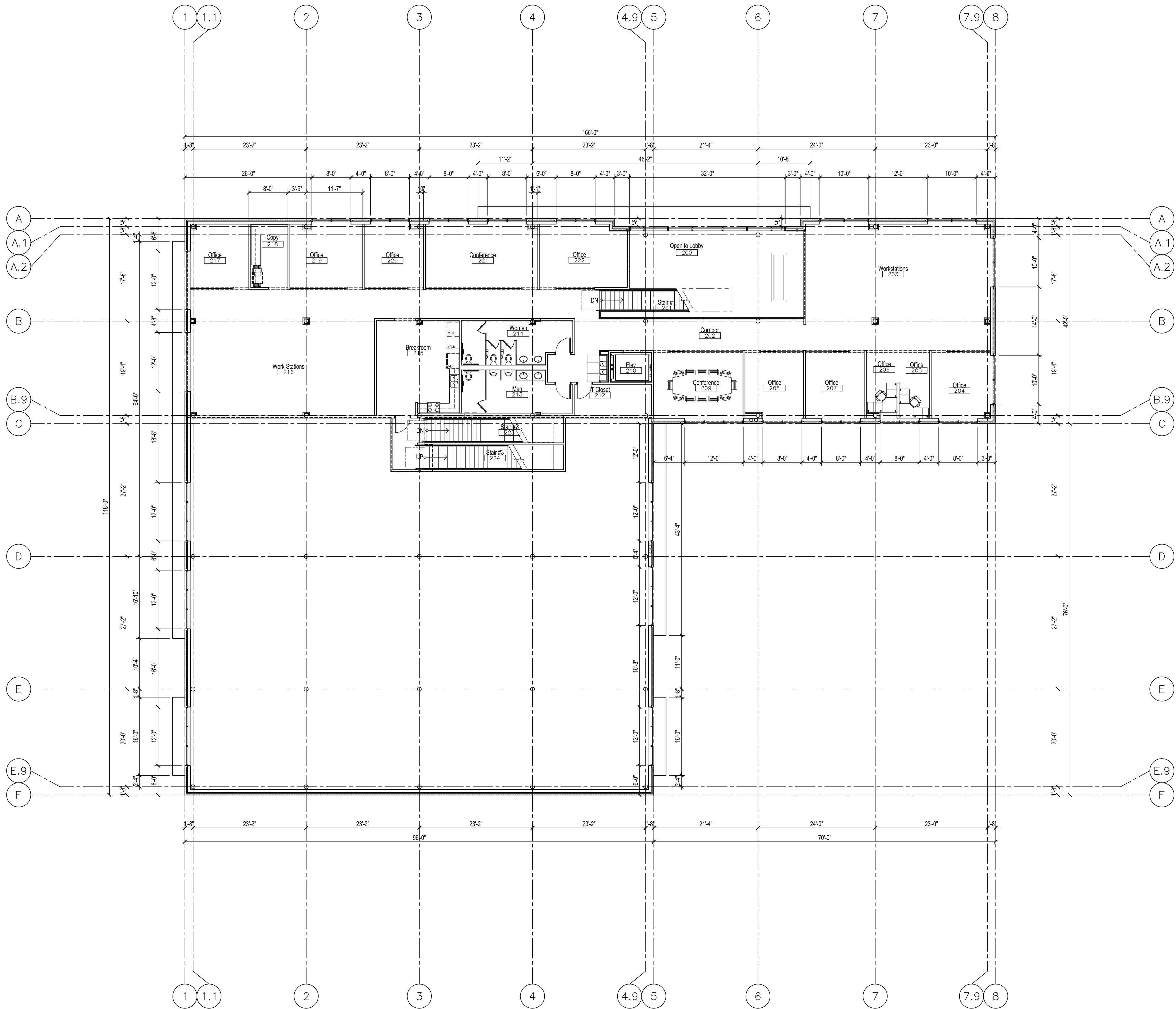
SHEET CONTENTS:

FIRST FLOOR PLAN

DATE: October 3, 2016

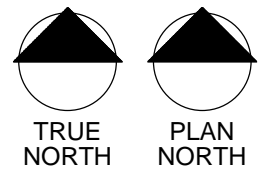
SHEET:
A3.00

© COPYRIGHT 2016 AZIMUTH : ARCHITECTURE, INC.



01 FLOOR PLAN - LEVEL 2

Scale: 3/32" = 1'-0"



AZIMUTH:

architecture

9660 Audelia Road
Suite 123-66
Dallas, Texas 75238
214.261.9060

www.azimutharc.com

**Knight Renovations
Corporate Offices &
Warehouse**
4200 Sojourn, Addison, Texas
City Project Number: 16-12

2206

- 1 08.19.16 P&Z Submittal
2 09.12.16 Final Dev. Submittal
3 10.03.16 SUP Submittal

REVISIONS:

NO.	DATE	DESCRIPTION



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October 3, 2016 Zoning Submittal
NOTIFICATION TO THE RESPONSIBLE ARCHITECT IS AN
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EXAMINERS.

SHEET CONTENTS:

SECOND FLOOR PLAN

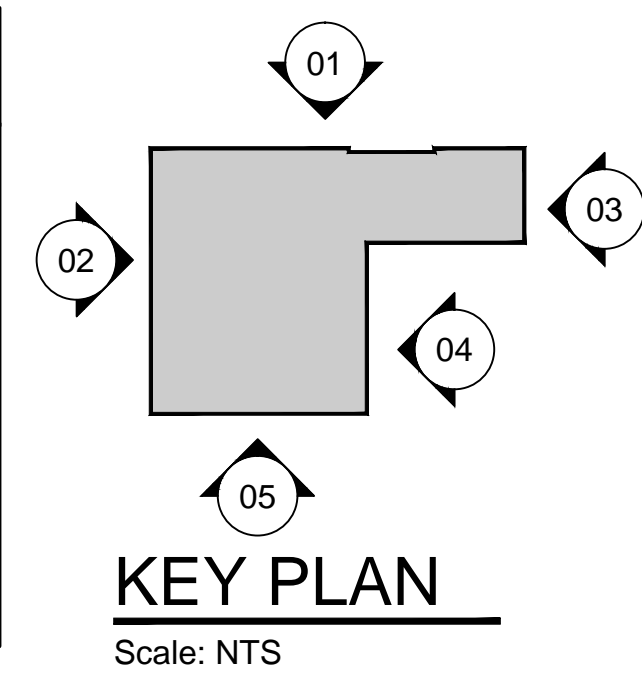
DATE: October 3, 2016

SHEET:

A3.01

OFFICE BUILDING MATERIALS TABLE										
		NORTH		SOUTH		EAST		WEST		TOTAL
1	TOTAL FACADE SF	5953.83	SF	5592.72	SF	4677.06	SF	4086.78	SF	20,310.39 SF
2	FACADE SF (Minus Doors & Windows)	4105.91	SF	4844.76	SF	3455.51	SF	2845.02	SF	15,251.20 SF
3	DOORS & WINDOWS SF	1847.92	SF	747.96	SF	1221.55	SF	1241.76	SF	5059.19 SF
4	MASONRY TOTALS (Min 80%)	3390.38	SF / 82.6%	4791.90	SF / 98.9%	3317.82	SF / 96.0%	2689.43	SF / 94.5%	14,189.53 SF
	BRICK SF (As Applicable)									
5	OTHER MATERIALS TOTALS (Max 20%)	715.56	SF / 17.4%	52.86	SF / 1.1%	137.69	SF / 4.0%	155.59	SF / 5.5%	1061.70 SF
	COMPOSITE METAL PANEL	677.89	SF / 16.5%	52.86	SF / 1.1%	67.09	SF / 2.0%	48.93	SF / 1.7%	846.77 SF
	CANOPY	37.67	SF / 0.9%	0	SF / 0.0%	70.60	SF / 2.0%	106.66	SF / 3.8%	214.93 SF

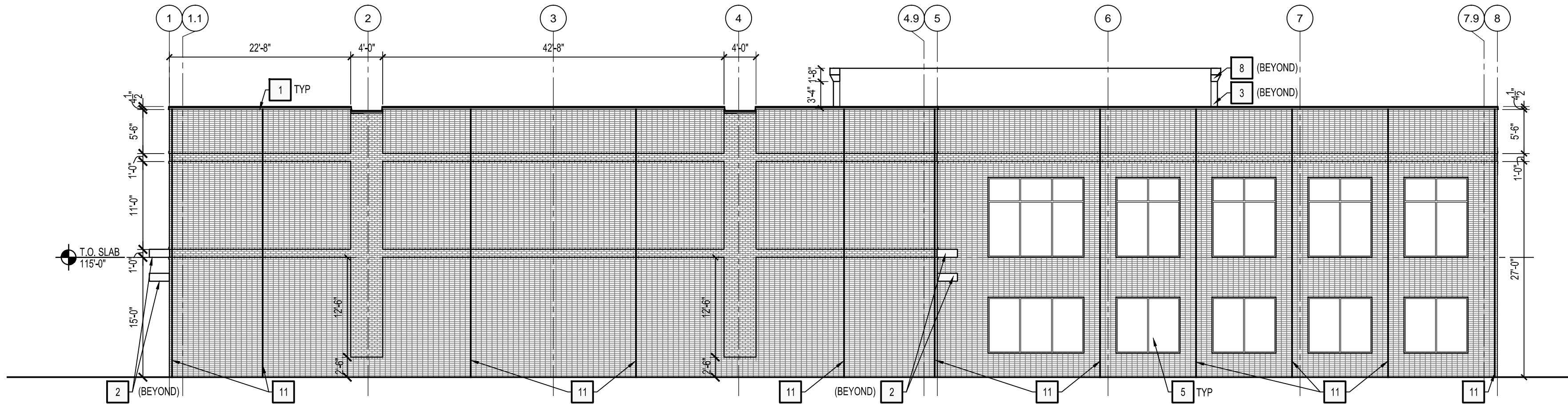
MATERIAL NOTES & LEGEND			
1	SHEET METAL COPING	8	CORNICE
2	CANOPY	9	12'-0" x 12'-0" OVERHEAD DOOR
3	COMPOSITE METAL PANEL CLADDING	10	12'-0" x 14'-0" OVERHEAD DOOR
4	ALUMINUM & GLASS CURTAINWALL (TO MATCH STOREFRONT)	11	MASONRY EXPANSION JOINT
5	ALUMINUM & GLASS STOREFRONT	12	BUILDING MOUNTED WALL PACK
6	ALUMINUM & GLASS ENTRY DOOR		
7	HOLLOW METAL ENTRY DOOR		



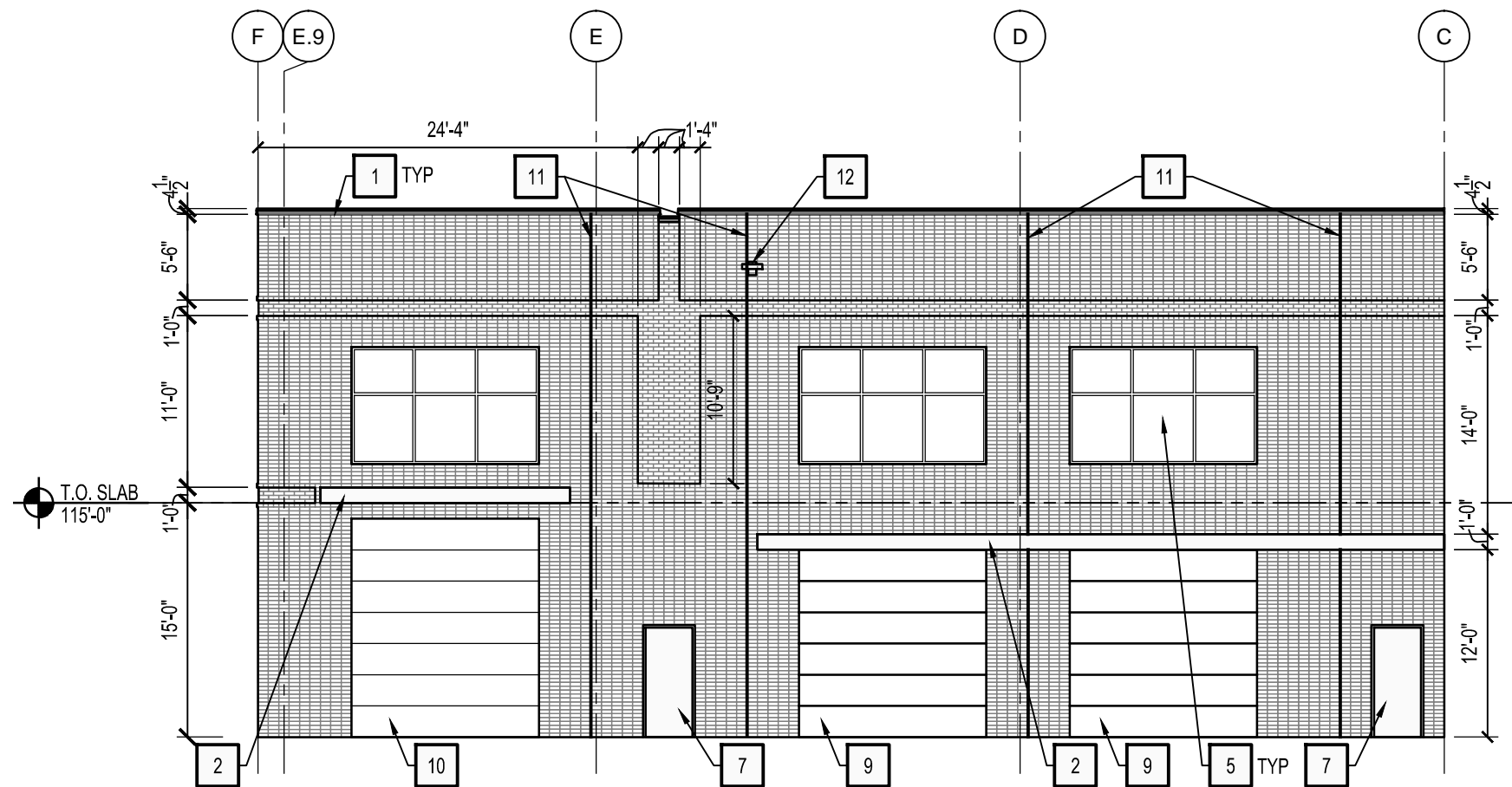
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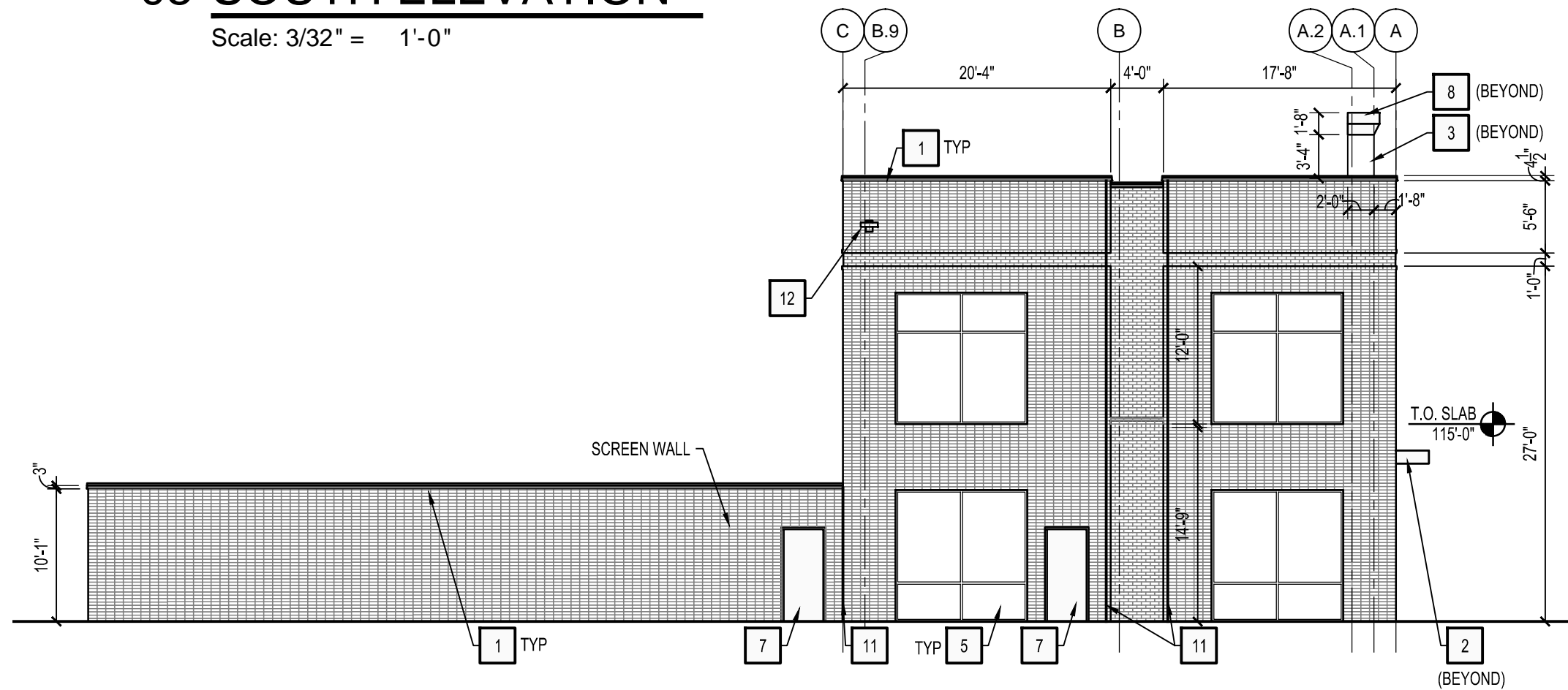
9660 Audelia Road
Suite 123-66
Dallas, Texas 75238
214.261.9060



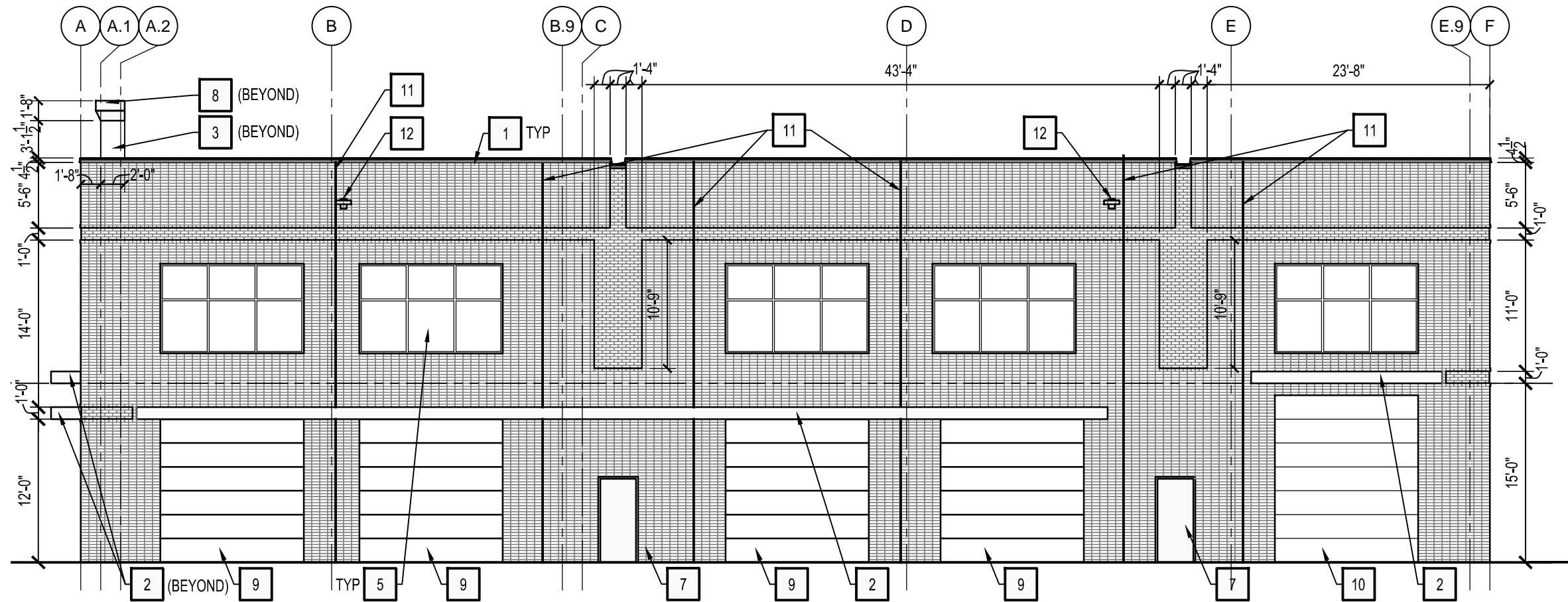
05 SOUTH ELEVATION
Scale: 3/32" = 1'-0"



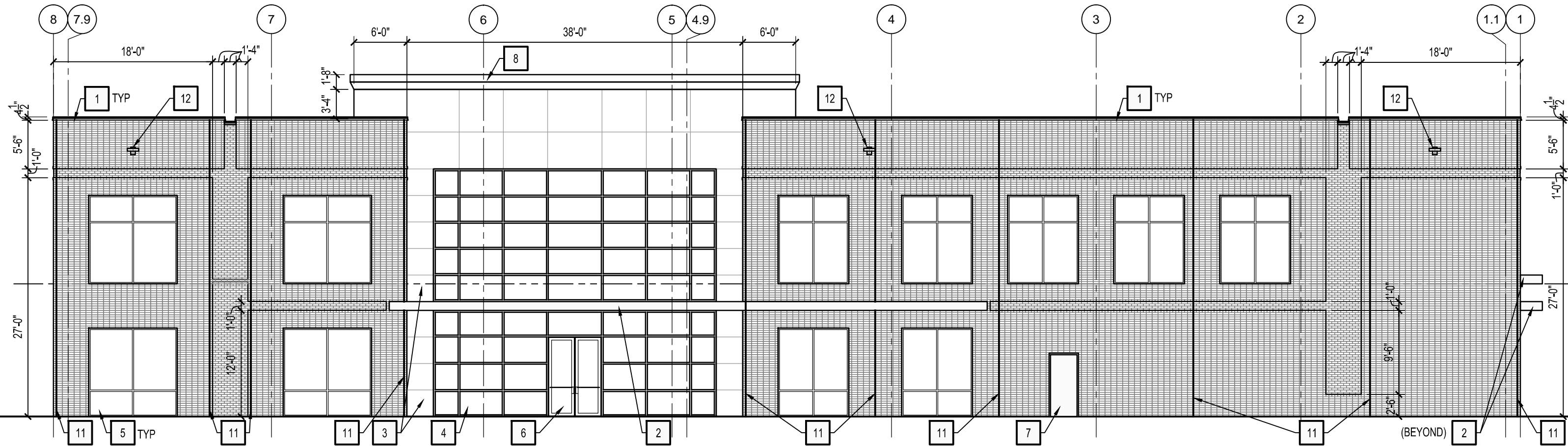
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03 EAST ELEVATION
Scale: 3/32" = 1'-0"



02 WEST ELEVATION
Scale: 3/32" = 1'-0"



01 NORTH ELEVATION
Scale: 3/32" = 1'-0"

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Knight Renovations
Corporate Offices &
Warehouse
4200 Sojourn, Addison, Texas
City Project Number: 16-12

CLIENT:

2206

- 1 08.19.16 P&Z Submittal
- 2 09.12.16 Final Dev. Submittal
- 3 10.03.16 SUP Submittal

REVISIONS:

SEAL:

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MICHAEL L. WILLIAMS, ARCHITECT #168915 October 3, 2016 Zoning Submittal ALTERATIONS OF SEALED DOCUMENTS WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ARCHITECT IS AN OFFENSE UNDER THE TEXAS BOARD OF ARCHITECTURAL EXAMINERS.

SHEET CONTENTS:

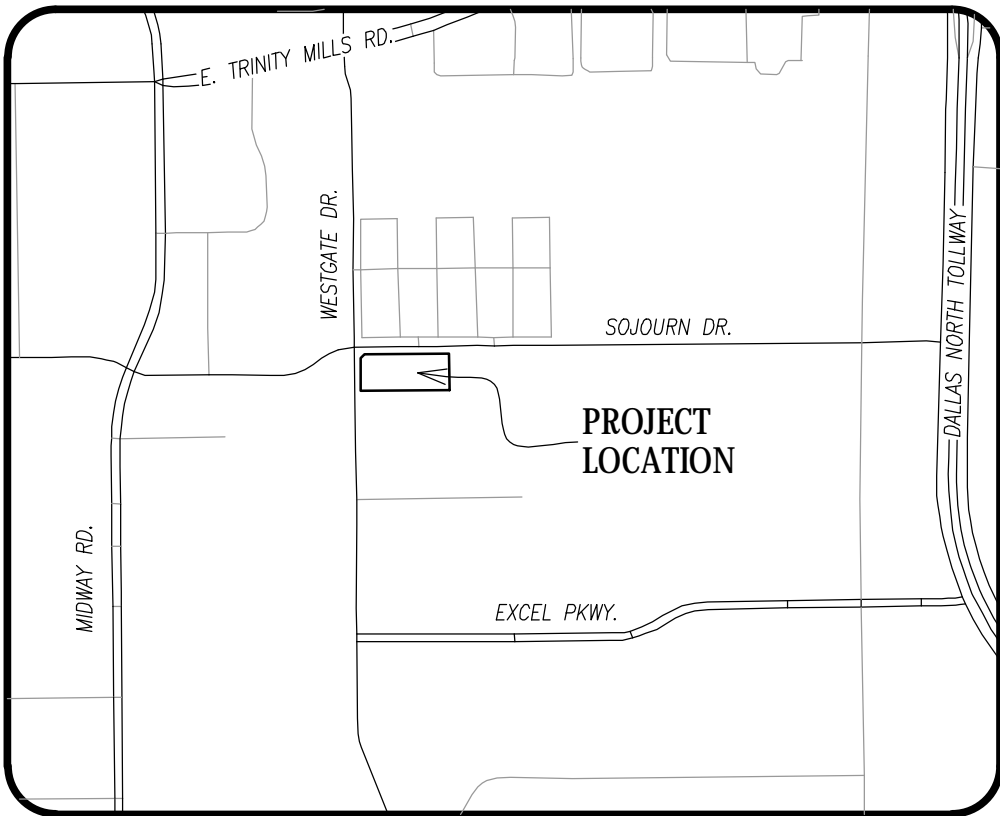
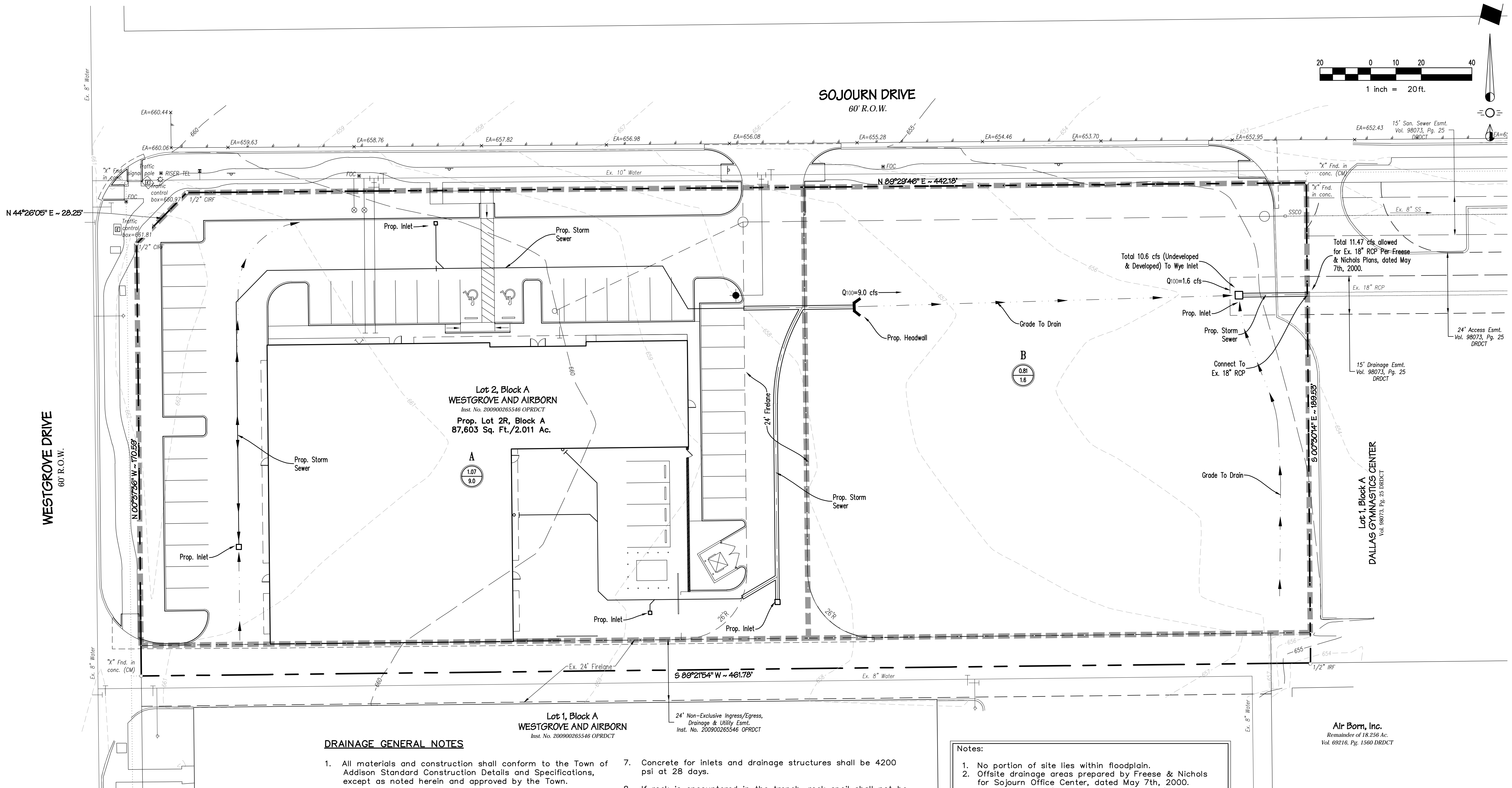
EXTERIOR BUILDING
ELEVATIONS

DATE: October 3, 2016

SHEET:

A7.00

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LOCATION MAP
1"=1000'

DRAINAGE GENERAL NOTES

1. All materials and construction shall conform to the Town of Addison Standard Construction Details and Specifications, except as noted herein and approved by the Town.
2. Contractor shall be responsible for maintaining trench safety requirements in accordance with Town Standards, Texas State Law, and O.S.H.A. Standards for all excavation in excess of five feet in depth.
3. The location of all utilities located on these plans are taken from existing public records. The exact location and elevation of all public utilities must be determined by the Contractor. It shall be the duty of the Contractor to ascertain whether any additional facilities other than those shown on the plans may be present.
4. It shall be the responsibility of the Contractor to protect all public utilities in the construction of this project. All manholes, clean-outs, valve boxes, fire hydrants, etc. must be adjusted to proper line and grade by the Contractor prior to and after the placing of permanent paving. Utilities must be maintained to proper line and grade during construction of the paving for this development.
5. Drainage should be maintained away from the foundations, both during and after construction.
6. Backfill for utility lines should be carefully placed so that they will be stable. Where utility lines pass through the parking lot, the top 6" should be compacted similarly to the remainder of the lot. Utility ditches should be visually inspected during the excavation process to ensure that undesirable fill is not used.
7. Concrete for inlets and drainage structures shall be 4200 psi at 28 days.
8. If rock is encountered in the trench, rock spoil shall not be used in the upper 1.5 feet of the trench.
9. All earthwork operations, pavement installation, etc. shall conform to the Geotechnical Investigation.
10. All PVC shall be placed on 1.0% minimum slope unless otherwise noted.

Drainage Area Table						
Drainage Area No.	Drainage Area (Acres)	C	tc (Min.)	I100 (in./hr.)	Q100 (cfs)	Comments
A	1.07	0.9	10	9.27	9.0	TO PROPOSED GRADE TO DRAIN OUTFALL
B	0.81	0.2	15	7.99	1.6	TO PROP. WYE INLET

Notes:

1. No portion of site lies within floodplain.
2. Offsite drainage areas prepared by Freese & Nichols for Sojourn Office Center, dated May 7th, 2000.
3. Since total flow (Developed & Undeveloped) is less than the allowable 11.47 cfs, no onsite detention will be required at this time.
4. Detention for the Undeveloped portion of Lot 2R shall be provided at time of development per Town of Addison Standards.

LEGEND

Q = C I A
C = 0.9 (Developed)
C = 0.25 (Undeveloped)
I₁₀₀ = 9.27 (Developed)
I₁₀₀ = 7.99 (Undeveloped)
tc = 10 min. (Developed)
tc = 15 min. (Undeveloped)

A ← Drainage Area Number

XX.XX ← Acres

XX.X ← Q₁₀₀ (cfs)

■ ■ ■ ■ ■ Drainage Divide Line

FINAL DEVELOPMENT SUBMITTAL

Addison Project #16-12

PRELIMINARY DRAINAGE PLAN

KNIGHT RENOVATIONS

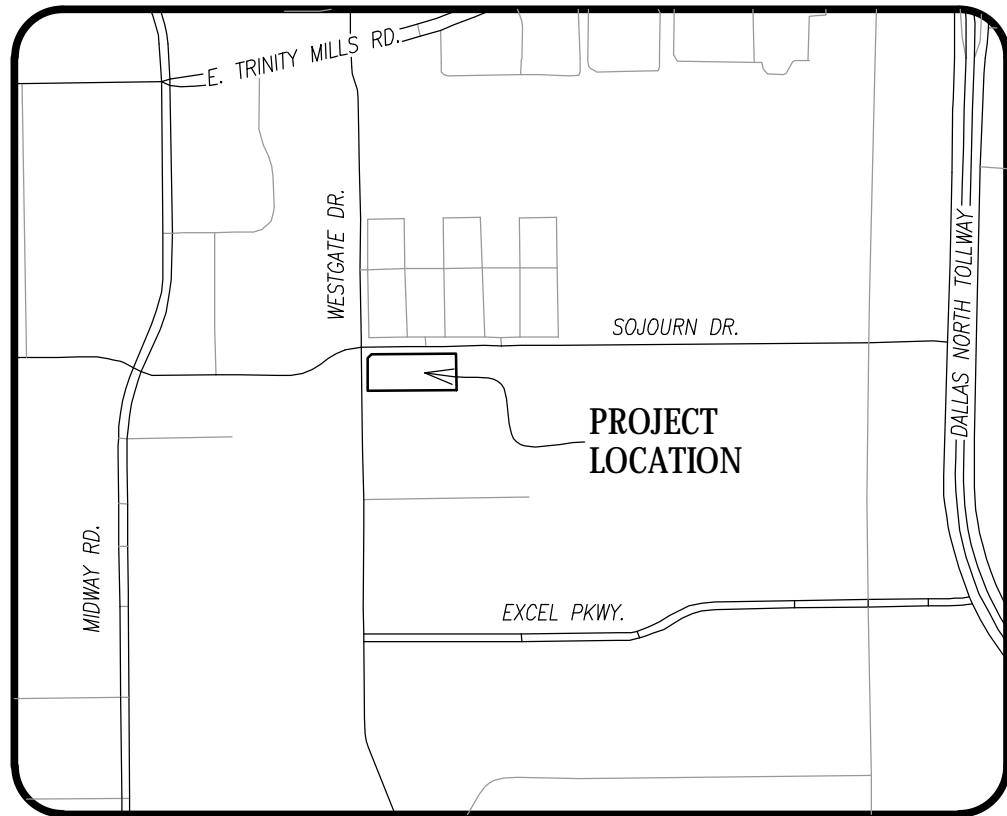
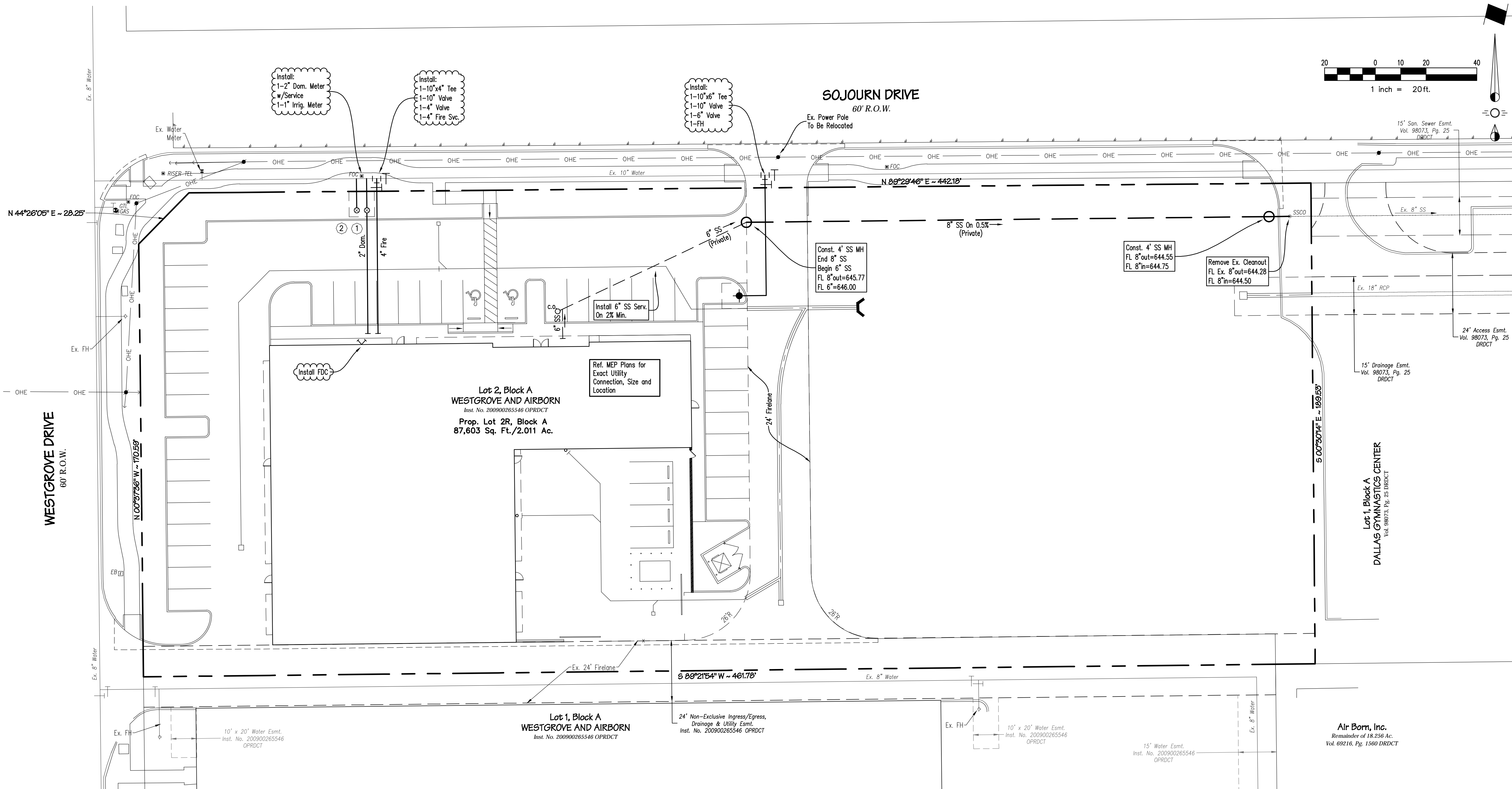
LOT 2, BLOCK A - 2.011 Acres in
W. LOMAX SURVEY, ABST. NO. 792
IN THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS

OWNER/APPLICANT

Squire Properties, LLC
901 Waterfall Way, Suite 307
Richardson, TX 75080
Telephone (469) 330-7838
Contact: John DeTiberis

ENGINEER/SURVEYOR

Spars Engineering, Inc.
TBPE No. F-2121
765 Custer Road, Suite 100
Plano, TX 75075
Telephone: (972) 422-0077
Contact: John Spars



LOCATION MAP
1"=1000'

UTILITY GENERAL NOTES

- All materials and construction shall conform to the Town of Addison Standard Construction Details and Specifications, except as noted herein and approved by the Town.
- Contractor shall be responsible for maintaining trench safety requirements in accordance with Town Standards, Texas State Law, and O.S.H.A. Standards for all excavation in excess of five feet in depth.
- The location of all utilities located on these plans are taken from existing public records. The exact location and elevation of all public utilities must be determined by the Contractor. It shall be the duty of the Contractor to ascertain whether any additional facilities other than those shown on the plans may be present.
- It shall be the responsibility of the Contractor to protect all public utilities in the construction of this project. All manholes, clean-outs, valve boxes, fire hydrants, etc. must be adjusted to proper line and grade by the Contractor prior to and after the placing of permanent paving. Utilities must be maintained to proper line and grade during construction of the paving for this development.
- Drainage should be maintained away from the foundations, both during and after construction.
- Backfill for utility lines should be carefully placed so that they will be stable. Where utility lines pass through the parking lot, the top 6" should be compacted similarly to the remainder of the lot. Utility ditches should be visually inspected during the excavation process to ensure that undesirable fill is not used.
- Concrete for inlets and drainage structures shall be 4200 psi at 28 days.
- If rock is encountered in the trench, rock spoil shall not be used in the upper 1.5 feet of the trench.
- All earthwork operations, pavement installation, etc. shall conform to the Geotechnical Investigation.

Water Meter & Sewer Schedule				
I.D.	Type	Size	No.	Sewer
①	Domestic	1"	1	6"
②	Irrig.	1"	1	—

FINAL DEVELOPMENT SUBMITTAL

Addison Project #16-12

PRELIMINARY UTILITY PLAN

KNIGHT RENOVATIONS

LOT 2, BLOCK A - 2.011 Acres in
W. LOMAX SURVEY, ABST. NO. 792
IN THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS

OWNER/APPLICANT
Squire Properties, LLC
901 Waterfall Way, Suite 307
Richardson, TX 75080
Telephone (469) 330-7838
Contact: John DeTiberiis

ENGINEER/SURVEYOR
Spiars Engineering, Inc.
TBPE No. F-2121
765 Custer Road, Suite 100
Plano, TX 75075
Telephone: (972) 422-0077
Contact: John Spiars

1. The Owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscape.
2. All landscape shall be maintained in a neat and orderly manner at all times. This shall include mowing, edging, pruning, fertilizing, watering, weeding and other such activities common to landscape maintenance.
3. All landscape areas shall be kept free of trash, litter, weeds and other such material or plants not part of this plan.
4. All plant material shall be maintained in a healthy and growing condition as is appropriate for the season of the year.
5. All plant material which dies shall be replaced with plant material of equal or better value.
6. Contractor shall provide separate bid proposal for one year's maintenance to begin after final acceptance.

1. Contractor shall verify all existing and proposed site elements and notify Architect of any discrepancies. Survey data of existing conditions was supplied by others.
2. Contractor shall locate all existing underground utilities and notify Architect of any conflicts. Contractor shall exercise caution when working in the vicinity of underground utilities.
3. Contractor is responsible for obtaining all required landscape and irrigation permits.
4. Contractor to provide a minimum 2% slope away from all structures.
5. All planting beds and lawn areas to be separated by steel edging. No steel to be installed adjacent to sidewalks or curbs.
6. All landscape areas to be 100% irrigated with an underground automatic irrigation system and shall include rain and freeze sensors.
7. All lawn areas to be Solid Sod Bermudagrass, unless otherwise noted on the drawings.

1. *Fine grade areas to achieve final contours indicated on civil plans.*
2. *Adjust contours to achieve positive drainage away from buildings. Provide uniform rounding at top and bottom of slopes and other breaks in grade. Correct irregularities and areas where water may stand.*
3. *All lawn areas to receive solid soil shall be left in a maximum of 1" below final finish grade. Contractor to coordinate operations with on-site Construction Manager.*
4. *Imported topsoil shall be natural, friable soil from the region, known as bottom soil, free from lumps, clay, toxic substances, roots, debris, vegetation, stones, containing no salt and black to brown in color.*
5. *All lawn areas to be fine graded, irrigation trenches completely settled, and finish grade approved by the Owner's Construction Manager or Architect prior to installation.*
6. *All rocks 3/4" diameter and larger, dirt clods, sticks, concrete spalls, etc. shall be removed prior to placing topsoil and any lawn installation.*

1. Installation of native grasses to be performed by hydro-seeding.
2. Provide a hydromulch cap per Hydromulch Notes.
3. Final grades to be smooth and level free of debris, rocks over 1" and shall have no ruts or depressions.
4. Install the following mix at the specified rate:
 - Sideoats Gramma 5 lbs / acre
 - Blue Gramma Grass 5 lbs / acre
 - Buffalo Grass 40 lbs / acre
 - Green Sprangletop 5 lbs / acre
 - Lovegrass 6 lbs / acre

1. Fine grade areas to achieve final contours indicated. Leave areas to receive topsoil 3" below final desired grade in planting areas and 1" below final grade in turf areas.
2. Adjust contours to achieve positive drainage away from buildings. Provide uniform rounding at top and bottom of slopes and other breaks in grade. Correct irregularities and areas where water may stand.
3. All lawn areas to receive solid sod shall be left in a maximum of 1" below final finish grade. Contractor to coordinate operations with on-site Construction Manager.
4. Contractor to coordinate with on-site Construction Manager for availability of existing topsoil.
5. Plant sod by hand to cover indicated area completely. Insure edges of sod are touching. Top dress joints by hand with topsoil to fill voids.
6. Roll grass areas to achieve a smooth, even surface, free from unnatural undulations.
7. Water sod thoroughly as sod operation progresses.
8. Contractor shall maintain all lawn areas until final acceptance. This shall include, but not limited to: mowing, watering, weeding, cultivating, cleaning and replacing dead or bare areas to keep plants in a vigorous, healthy condition.
9. Contractor shall guarantee establishment of an acceptable turf area and shall provide replacement from local supply if necessary.
10. If installation occurs between September 1 and March 1, all sod areas to be over-seeded with Winter Ryegrass, at a rate of 4 (four) pounds per one thousand (1000) square feet.

TREES					
QTY.	TYPE	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
8	BC	Bald Cypress	<i>Taxodium distichum</i>	4" cal.	B&B, 15' ht., 5' spread min.
8	CE	Cedar Elm	<i>Ulmus crassifolia</i>	4" cal.	B&B, 15' ht., 5' spread min.
10	LO	Live Oak	<i>Quercus virginiana</i>	4" cal.	B&B, 15' ht., 5' spread min.
7	RO	Red Oak "Shumard"	<i>Quercus shumardii</i>	4" cal.	B&B, 15' ht., 5' spread min.

QTY.	TYPE	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
34	IH	Indian Hawthorne 'Clara'	<i>Raphiolepis indica 'Clara'</i>	5 gal.	container, full plant specimen
31	MFG	Mexican Feather Grass	<i>Nassella tenuissima</i>	5 gal.	container, full plant specimen
11	MIS	Miscanthus	<i>Miscanthus sinensis 'Gracillimus'</i>	5 gal.	container, full plant specimen
23	NR56	Nellie R. Stevens Holly	<i>Ilex</i> sp. 'Nellie R. Stevens'	6' ht.	container, full plant specimen
549	NPH	Needlepoint Holly	<i>Ilex cornuta 'Needlepoint'</i>	36" ht.	container, full plant specimen
11	SKYP	Skypendol Holly	<i>Ilex crenata 'Skypendol'</i>	10 gal.	container, full plant specimen
14	KNR	Double Knockout Rose	<i>Rosa</i> sp. 'Double Knockout'	10 gal.	container, full plant specimen

QTY.	TYPE	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
101	LG	Giant Liriope	<i>Liriope gigantea</i>	1 gal.	container, full plant
583	WC	Wintercreeper	<i>Euonymus fortunei coloratus</i>	4" pots	container, (3) 12" runners min. 12" o.c.
		Common Bermudagrass	<i>Cynodon dactylon</i>		solid sod, refer to notes

NOTE: Plant list is an aid to bidders only. Contractor shall verify all quantities on plan. All heights and spreads are minimums. All plant material shall meet or exceed remarks as indicated. All trees to have straight trunks and be matching within varieties.

SITE REQUIREMENTS		
Requirements: 20% of gross site to be landscape		
Total Site: 47,668 s.f. (1.09 acres)		
Required	Provided	
9,533 s.f. (20%)	5,708 s.f. (13.4%) / ROW: 3,846 s.f. = 9,554 s.f.	
STREET FRONTAGE		
Requirements: 20' buffer along street frontage including street ROW		
(1) tree 4" cal. per 30 l.f., (8) shrubs per 20 l.f.		
WEST GROVE: 170.59 l.f.		
Required	Provided	
(6) trees, 4" cal.	(7) trees, 4" cal.	
(70) shrubs, 5 gal.	(165) shrubs, 5 gal.	
SOJOURN DRIVE: 259.75 l.f.		
Required	Provided	PARKING LOT Requirements and (1) shrub
(8) trees, 4" cal.	(8) trees, 4" cal.	
(104) shrubs, 5 gal.	(212) shrubs, 5 gal.	

Requirements: 36" ht., 3' o.c.,

Provided: 36" ht., 2' o.c. double linear row

PARKING LOT - INTERIOR LANDSCAPE

Requirement: 8% of the parking area must be landscaped

Parking lot: 14,098 s.f.

Required	Provided
1,127 s.f. (8%)	1,158 s.f. (8.2%)

Requirement: (1) tree per 10 regular spaces	
Total Parking: 42 spaces	
Required	Provided
(4) trees	(6) trees, 4" cal

PARKING LOT PERIMETER LANDSCAPE
Requirements: 5' wide buffer, (1) 4" cal. tree per 35 l.f.
and (1) shrub per 3 l.f.

Required	Provided
(4) trees, 4" cal.	(4) tree, 4" cal.
(42) shrubs, 5 gal.	(59) shrubs, 5 gal.

architecture

9660 Audelia Road
Suite 123-66
Dallas, Texas 75238
214.261.9060

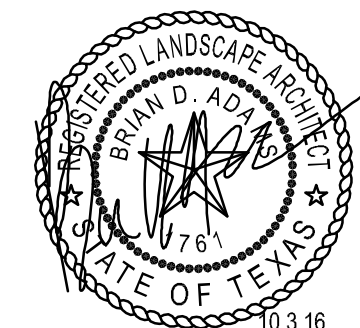
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KNIGHT RENOVATIONS CORPORATE OFFICES & WAREHOUSE

4200 SOJOURN, ADDISON, TX

2206

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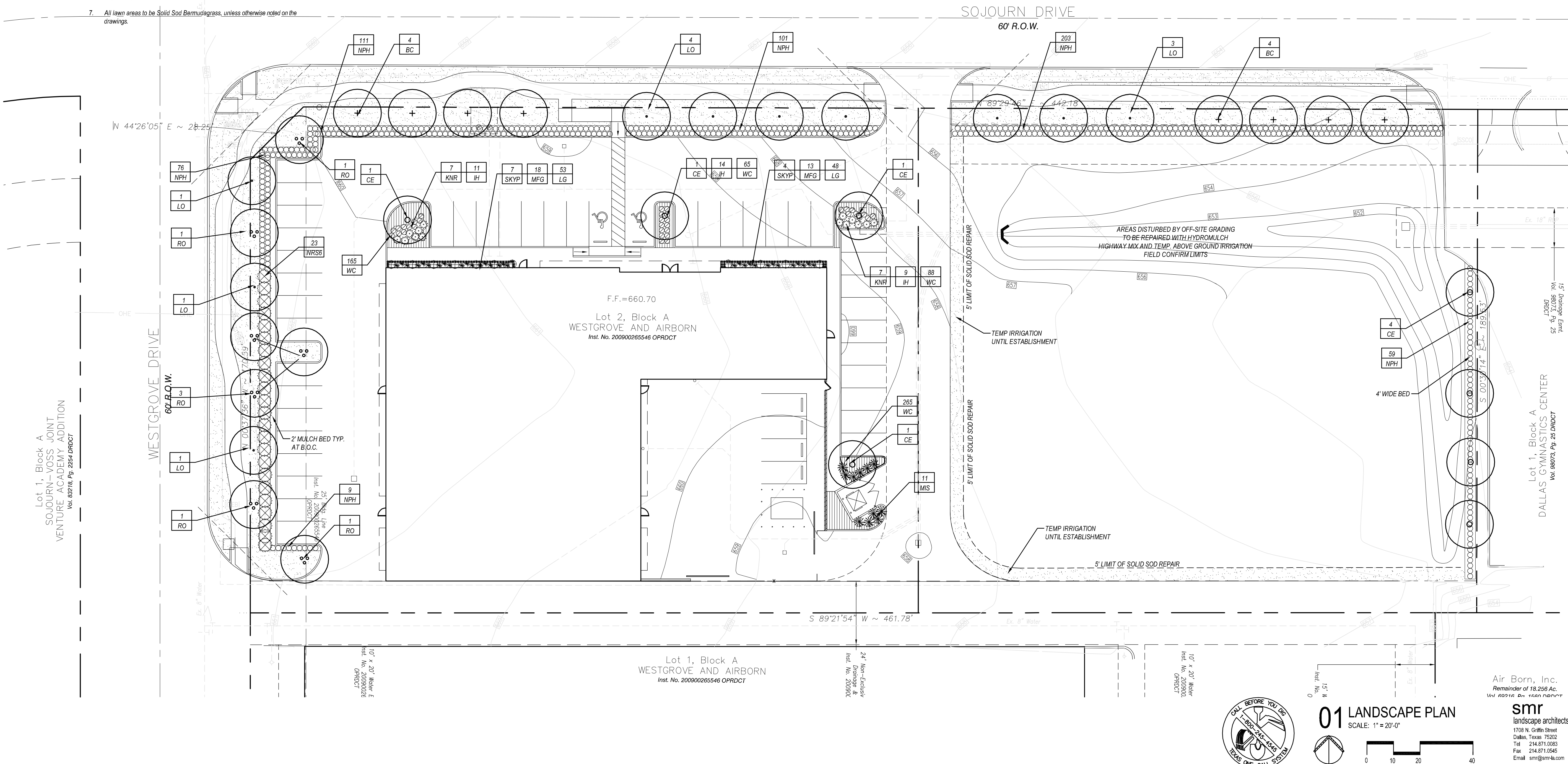
LANDSCAPE PLAN

DATE: October 3, 2016

SHEET

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AI-1912

9.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: Infrastructure- Development Services

AGENDA CAPTION:

Hold A Public Hearing, Discuss, And Consider Approval Of A **Resolution Adopting A New Master Transportation Plan For The Town Of Addison**. Case 1750-Z/Town of Addison.

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on October 18, 2016, voted to recommend approval of a resolution adopting the proposed Master Transportation Plan.

Voting Aye: Ennis, Griggs, Morgan, Robbins, Robinson, Schaeffer, Smith

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING: none

Town staff, along with a consultant team including Kimley-Horn and Associates and Prologue Planning, have been working for a year to develop a new Master Transportation Plan for the Town of Addison. A Master Transportation plan provides a long term vision for the transportation network of acity or town and establishes a community's transportation policy direction. Following an extensive public input process, a draft plan has been developed for review by the Planning and Zoning Commission and City Council. The draft plan, as well as a staff report with additional information on the plan and the update process, are attached. Since the Town's vehicular transportation is built out, the plan does not include major new roadways or expansions. Instead, it focuses on strategic connections and roadway improvements to enhance route choice, safety, and efficiency within the system.

RECOMMENDATION:

Administration recommends approval.

Attachments

1750-Z Staff Report

Draft Master Transportation Plan

Resolution



October 14, 2016

STAFF REPORT

RE: Case 1750-Z/Town of Addison

REQUEST: Approval of an ordinance adopting a new Master Transportation Plan for the Town of Addison

DISCUSSION:

Background: A Master Transportation Plan (MTP) establishes a community's transportation policy direction and provides a long term vision for the transportation network of a city or town. Such plans coordinate separate and incremental decisions by municipalities and private developers that occur over many years so that the community's vision is ultimately achieved. These actions are intended to address system capacity issues as well as other local priorities that may vary from city to city.

Traditionally, such plans have focused primarily on vehicular movement by locating and classifying major streets based on their needed capacity and desired access to adjacent land uses. More recently, Master Transportation Plans have been broadened to include alternative modes of transportation such as active transportation (walking and biking) and public transit.

Addison's current plan was adopted in June of 1998 and was an update to a plan first adopted in 1992. The plan established goals and objectives and proposed a number of projects that were intended to address the Town's transportation system through 2010. Several notable projects came out of the previous plans including the Arapaho Road extension to Marsh Lane and the Keller Springs Toll Tunnel.

In November 2015, the City Council approved a contract with Kimley-Horn and Associates and Prologue Planning for the development of a new Master Transportation Plan. Over the past year, staff from the City Manager's Office, Infrastructure and Development Services Department and the Parks Department have been working with the consultant team to draft a new plan.

Public Input Process: Public involvement was important from the outset of this process and serves as the foundation of the new plan. In March, the Town hosted two community meetings which were attended by approximately 70 residents and business representatives. Additionally, the Town produced an online survey which received 160 responses. The purpose of the early community meetings and the online survey was to receive direction on transportation priorities as well as any issues or concerns with existing conditions that should be addressed through this plan.

Furthermore, the City Council appointed an advisory committee of residents and business representatives. This group met with staff and the consultant team on two occasions to hold additional discussions on priorities, give feedback on design and connectivity features of certain roadway types and to review the draft concepts that were being developed.

In July and August, three additional community meetings were held to present the various components of the draft Master Transportation Plan to the public. Approximately 67 stakeholders attended these meetings.

A summary of the public input process can be found on pages 10-14 of the Master Transportation Plan document. A more detailed report on the community's input can be found in the Appendix of the Plan beginning on page 79.

Transportation Priorities: Based on the community's input, the following priorities are being proposed in the new MTP:

- Provide more and better options and features for active transportation, such as walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places in Addison
- Develop better east/west connectivity, particularly across the Dallas North Tollway
- Increase route choice with new connections
- Support Addison's economic development goals
- Secure a firm commitment for rail in the Cotton Belt corridor

These priorities are presented in no particular order, but will serve to guide future transportation related decision making over time.

Transportation Concepts: In addition to the priorities mentioned above, the plan discusses several transportation concepts that represent best practices that should also be incorporated into the transportation system over time. These are:

- **Connectivity** – a term used to describe a transportation system composed of a network of streets, sidewalks, and trails that facilitates direct routes for multiple modes of travel with numerous intersections and few dead-end streets or other physical barriers to route choice
- **Multi-Modal Transportation** – travel by passenger car as well as walking, biking, carpooling or public transit
- **Context-Sensitive Design** – an approach to roadway planning that meets transportation goals while considering adjacent land use, safety, efficiency, capacity, aesthetics and other community objectives and values
- **Traffic Calming** –physical design infrastructure that encourages slower speeds, reduce cut-through traffic, create safe and attractive streets and improve conditions for non-motorized street users

A more in-depth overview of these concepts can be found on pages 26-38 of the plan.

Master Transportation Plan Map: Based on the priorities and concepts included in the plan, staff and the consultant team reviewed the current thoroughfare map and existing street classifications to determine if adjustments were necessary. It was found that the existing functional classifications were still appropriate, so no changes are being proposed. There are, however, a few new roadway connections being proposed in the plan. These are discussed on page 40-41 of the plan and again in the recommendations section on page 67.

Street Cross Sections: Once a street's functional classification is determined, the Master Transportation Plan establishes a set of design standards for each street type. In previous plans, there was only one standard which called for sidewalks immediately back of curb. In order to allow for context-sensitive solutions, the new plan presents a number of alternatives for each classification based on the character of the street. The Town and property owners can determine which alternative should be applied in certain areas.

Another notable difference between these alternatives and the previous plan is the emphasis on the pedestrian realm adjacent to the street edge. The new plan calls for wider sidewalks pulled back from the curb. This will create a more desirable environment for pedestrians and promote walking along streets.

The proposed street cross sections are shown on pages 42-47 of the plan.

Multi-Modal Connectivity: The proposed Master Transportation Plan incorporates several other planning efforts with regards to walking and biking including the 2012 Trails Master Plan and the Quorum Drive pedestrian connectivity plan. The new plan proposes a

network of off-street trails and enhanced pedestrian paths along streets. Additionally, while acknowledging that all roads are not suitable for on-street bicycling, streets that are either residential in nature or that have lower traffic volumes have been designated as active transportation corridors where on-street bicycling may be encouraged. These designations can be seen on the Active Transportation Connectivity Map on page 49.

Public transit is also discussed in the new plan and focuses on achieving rail service along the Cotton Belt corridor, bus service to the Vitruvian Park neighborhood, and service enhancements that will make public transit a more viable and attractive alternative.

Corridor Case Studies: Through the update process, staff and the consultant team wanted to show how the priorities, concepts and design standards presented in the plan could be applied in certain corridors. To do so, staff selected a sampling of streets and street types for closer study. These corridors were discussed with the advisory committee which prioritized different goals and design elements for each corridor. The results of these studies are presented on pages 52-62. While these represent potentially viable corridor improvements, these are intended to be conceptual and illustrative in nature – not necessarily the final design solution. Should the Town move forward with improvements to these streets, additional study and discussion will be necessary.

Recommendations: The Master Transportation Plan includes a number of recommended projects that staff and the consultant team believe will address the priorities and concepts presented in the plan. Some of these projects are carried forward from the 1998 plan and many are new projects. These projects are organized into six categories:

- **Street Modifications** – changes to existing streets
- **New Street Segments** – new roadway connections
- **Transit Projects** – DART rail service and service improvements
- **Pedestrian and Cycling Enhancements** – features to encourage walking and biking
- **Major Connectivity Project** – a new pedestrian/bike connection across Dallas North Tollway
- **Other** – minor maintenance and repair projects

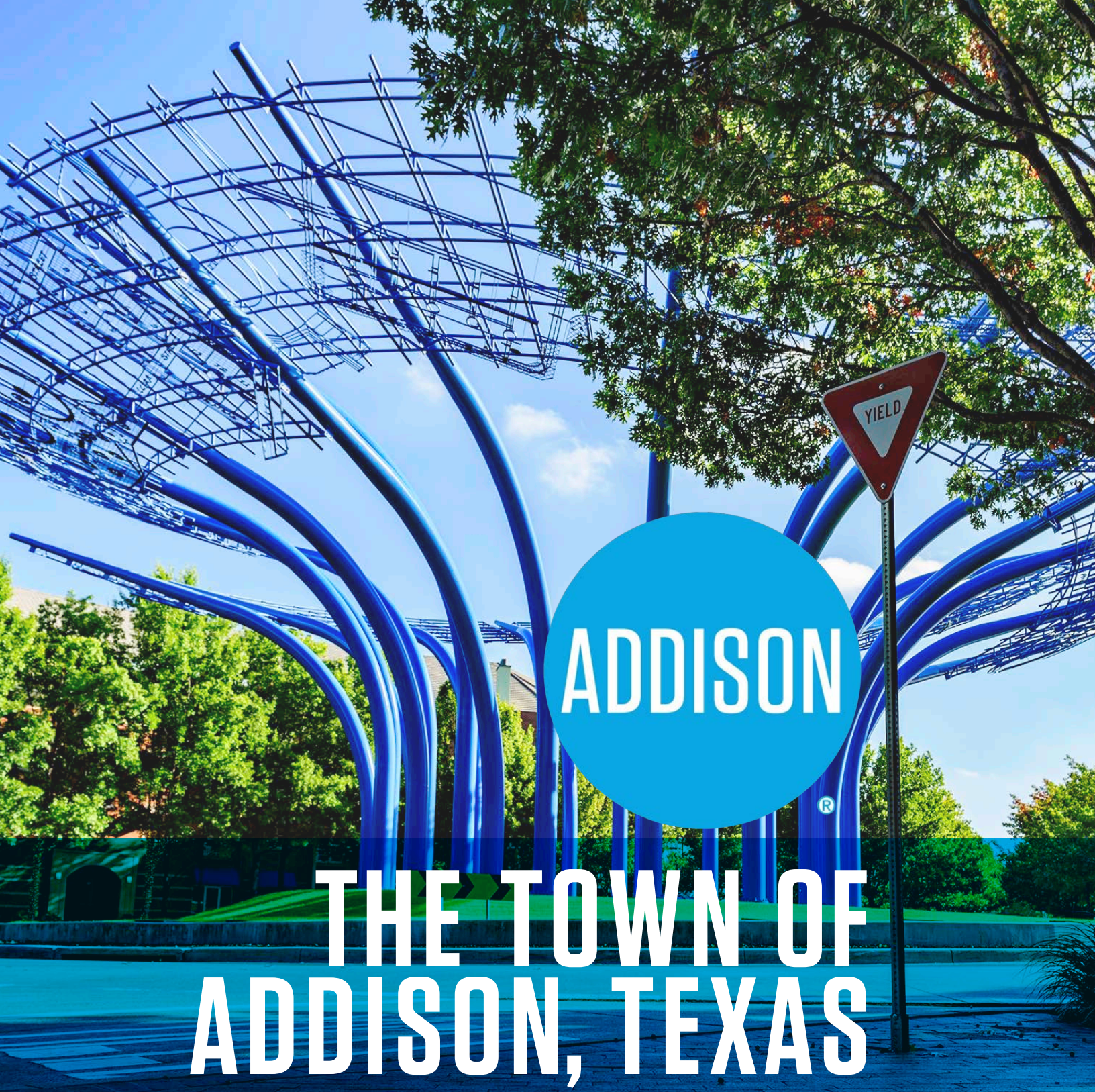
Discussion on the specific projects can be found on pages 65-73 of the plan.

Implementation and Funding: The plan itself does not discuss a specific implementation strategy. This will need to be determined once the plan is adopted and will be dependent on a variety of factors. Additionally, the plan does not provide any specific funding source for the recommended projects. There are a number of potential funding mechanisms which are presented on page 74-76 for future consideration.

RECOMMENDATION: **APPROVAL**

Much like the Town itself, the Town's vehicular transportation system is built out. For this reason, the plan does not include major new roadways or expansions. Instead, this plan focuses on strategic connections and roadway improvements to enhance route choice, safety, and efficiency within the system. Throughout the public input process, there was a strong desire for additional transportation options, both in the choice of route and mode. The plan addresses improvements that will encourage alternative modes of transportation by increasing connections and through other improvements that will make them more desirable.

The proposed 2016 Master Transportation Plan is submitted for review and consideration by the Planning and Zoning Commission and City Council. Staff recommends approval.



ADDISON

THE TOWN OF ADDISON, TEXAS

DRAFT 2016 MASTER TRANSPORTATION PLAN

Kimley»Horn



**PROLOGUE
PLANNING
SERVICES**

ACKNOWLEDGEMENTS

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CONTENTS

Executive Summary.....1

Overview 3

Community Context.....4

What is a Master Transportation Plan?.....5

Updating the Plan.....9

Public Input..... 10

Opportunities and Constraints 15

Transportation System Evaluation..... 17

Existing Transportation System..... 18

Transportation Concepts 26

Master Transportation Plan Update 39

Master Transportation Plan 40

Street Cross Sections..... 42

Multi-Modal Connectivity..... 48

Corridor Case Studies 52

Recommendations 63

Overall Transportation Priorities..... 64

Recommendations..... 65

Implementation 74

Funding..... 74

Amendments and Updates to the Plan..... 77

Appendix..... 79

Public Input Summary 81

EXECUTIVE SUMMARY

Addison's 2016 Master Transportation Plan is a long-range planning tool that provides the Town with guidance for making smart, strategic mobility investments that address the priorities of the community. The Dallas-Fort Worth region, including the Addison area, continues to experience growth in population, housing, and employment. This, in turn, increases demand for transportation options and quality infrastructure.

Addison's streets provide a structural network that is essential to the community's daily life and commerce. While good mobility and connectivity are central objectives of a transportation plan, the Town should also strive for a multi-modal network – including pedestrian and bicycle facilities, as well as transit routes and services – that satisfies its goals for health, safety, quality of life, economic vitality, and community character when making future transportation decisions. Given that the Town's thoroughfare network is close to built out, these decisions should take a balanced approach that anticipates growth, considers all modes, provides choices, addresses the relationship between transportation and land use, incorporates changing transportation trends, and meets the desires of the community.

The Town should look for strategic opportunities to advance the goals established by this plan, which are:

- Provide more and better options and features for active transportation, such as walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places in Addison
- Develop better east/west connectivity, particularly across the Dallas North Tollway
- Increase route choices with new connections
- Support Addison's economic development goals
- Secure a firm commitment for rail in the Cotton Belt corridor

The 2016 Master Transportation Plan retains, but updates, some of the general technical components of the previous 1998 plan:

- A functional street classification system
- A set of design standards and street cross-sections
- A list of recommended improvements

New to the 2016 plan are:

- An even greater emphasis on multi-modal/active transportation options and more specific design features
- Transportation planning techniques that have evolved since the last plan (including an educational section on planning for active transportation accommodations and a traffic calming toolbox)

This plan looks ahead to the year 2040, but the document should be reviewed on a periodic basis to ensure that the goals, policies, and recommendations contained herein remain consistent with the community's priorities.



Addison Road

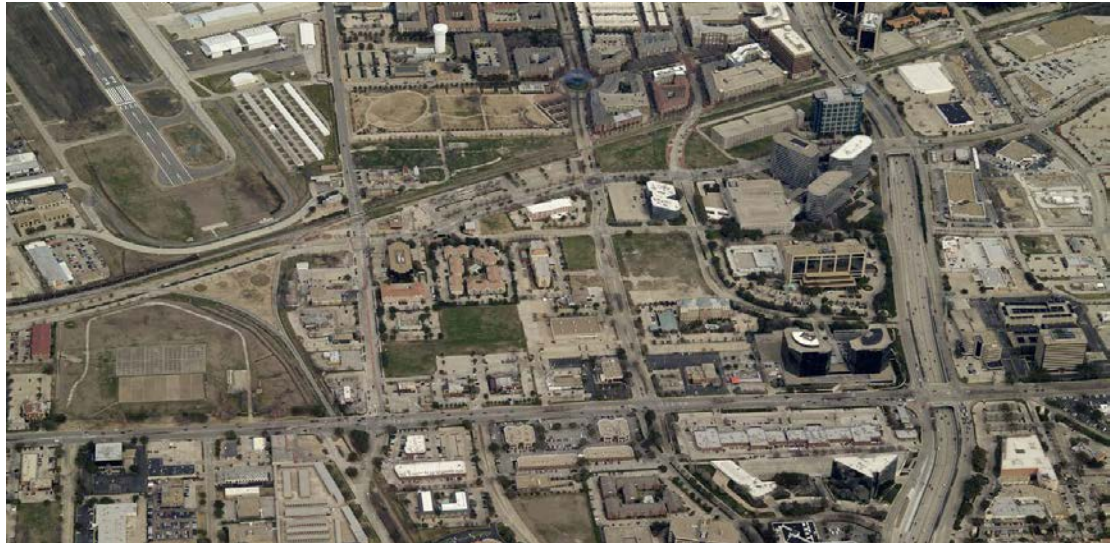
OVERVIEW

COMMUNITY CONTEXT

The Town of Addison is located northwest of the city of Dallas along the Dallas North Tollway (DNT). It has a residential population of over 15,000 and a daytime population that exceeds 100,000. The day-time population brings with it both opportunities and challenges for transportation planners, as does the attractiveness of Addison as a destination for dining and entertainment.

The community is fortunate to be well-served by roadways. Besides the segment of the DNT that splits a small portion of Addison on the east from the remainder to the west, other significant north/south roadways in the Town include Marsh Lane, Midway Road, Inwood/Addison Road, and Montfort Drive. East/West thoroughfares include Spring Valley Road, Belt Line Road, Arapaho Road, and Keller Springs Road. The Town is also home to Addison Airport and the Addison Transit Center, a Dallas Area Rapid Transit (DART) station that currently serves bus patrons, but is planned as the community's light rail station in the future.

The previous plan, designed to accommodate travel demands to the year 2010, was adopted in 1998. Nearly 20 years has passed since then, and the area has changed significantly. Town officials realize that an up-to-date plan is important, not only to address changing traffic volumes and travel patterns, but also to incorporate design standards and techniques that have been developed since the last plan and to respond to changing community priorities and new land uses.



WHAT IS A MASTER TRANSPORTATION PLAN?

Purpose of the Master Transportation Plan

A Master Transportation Plan (MTP) establishes a community's transportation policy direction and provides a long term vision of the major street network necessary to meet future travel needs. Much as the Town's Comprehensive Plan guides decisions related to growth and development of both public and privately-owned property over many years, the Master Transportation Plan is intended to complement the Comprehensive Plan and guide the coordination of many separate incremental decisions that impact the transportation network.

The MTP locates and classifies major streets by needed capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. Street design guidance provides the ability to better integrate networks of other mode choices, including transit, walking, and bicycling. The plan guides future investments and provides the public and the development community with information about the long term plan for the road network. Simply put, a Master Transportation Plan is a community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, to steer the community toward its vision for the future.

The Addison Master Transportation Plan consists of:

- A thoroughfare plan map that shows the location, general alignment, and type of thoroughfare
- A classification system that categorizes thoroughfares based on the amount and type of traffic being carried, the adjacent land use, and the features and accommodations required for the many and varied users of the network
- Guidance on the location of desired pedestrian, bicycle, and transit facilities that make up the Town's transportation network
- A set of basic street design standards that are based on the appropriate street design elements compatible with surrounding land use contexts, including standard right-of-way widths, number of lanes, medians, and pedestrian and bicycle facilities for each thoroughfare type

- Typical and alternative street cross sections that provide design guidance for each thoroughfare type
- Maps that show the location of existing and preferred pedestrian, bicycle, and transit facilities
- Recommendations for future network connectivity improvements

How is the Plan Utilized?

The residents and businesses of Addison rely on a transportation system that provides mobility in the face of ever-increasing regional population and changing transportation needs. Transportation facilities need to accommodate automobiles, transit, bicycles, and pedestrians in order to further the Town's efforts to promote positive community character and identity. With this in mind, the Town must plan ahead and make deliberate decisions to maintain or enhance the Town's transportation infrastructure.

A transportation plan provides decision-making guidance for:

- Planning and funding the construction of new streets, sidewalks, trails, and transit improvements
- Budgeting for the maintenance and repair of the existing transportation infrastructure in the context of the Town's comprehensive asset management strategy
- Reviewing land use proposals to be in alignment with the Town's planned street network
- Providing additional opportunities for people who want to walk or bike as a means of transportation or for recreational purposes
- Connecting people in the community with their desired destinations

How is the Plan Implemented?

In a community like Addison, which is largely built out, the focus of the transportation plan will be on making strategic investments to strengthen connectivity, boost network efficiency, and increase opportunities for alternative modes of transportation. Implementing elements of the plan can be achieved not just through major street reconstruction, but also during utility-related construction, minor maintenance projects, private development projects, and other capital projects to retrofit existing facilities.

The Town, as well as private developers, land owners, and residents, can utilize the Master Transportation Plan in making decisions related to planning, coordination, and programming of future land development and transportation improvements.

In addition to being one of the fundamental elements of a city's long-range planning, an MTP is also a tool for more immediate decision-making, such as:

- Reviewing zoning applications by the Planning and Zoning Commission and City Council for compliance with the Town's subdivision regulations and the Master Transportation Plan
- Budgeting for maintenance of the existing infrastructure
- Planning and funding major capital improvements, such as streets, trails, and sidewalks
- Acquiring right-of-way for transportation improvements as development or redevelopment occurs
- Supporting the Town's economic development goals

Roles in Implementation

Role of Community:

- Give guidance on transportation related goals
- Provide accountability

Role of City Council:

- Approve a plan
- Support reasonable policies, projects and expenditures necessary to implement the plan
- Consider future development requests in the context of the plan

Role of Planning and Zoning Commission:

- Provide City Council with recommendation(s) regarding a plan
- Make recommendations in future development requests in the context of the plan

Role of Staff:

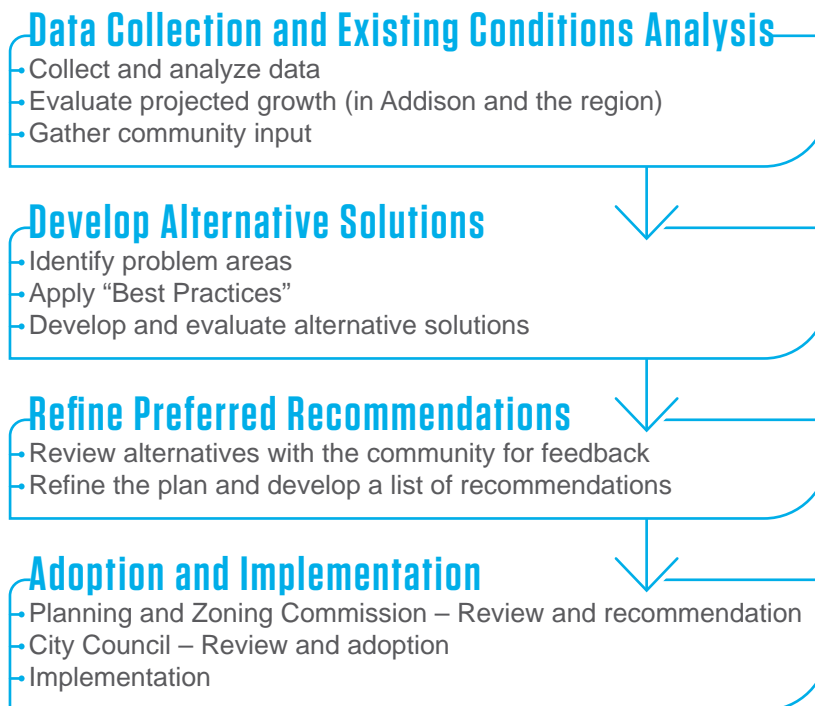
- Facilitate an inclusive process to establish a plan
- Incorporate Master Transportation Plan goals/recommendations in decision making process
- Bring forward policy changes necessary to achieve the plan for consideration by the City Council
- Work with developers to implement the plan through the development review process
- Track and report progress
- Bring forward updates and amendments to the plan for consideration, as necessary

UPDATING THE PLAN

The Town of Addison has been a leader in responding to changes and trends in the development industry, including those related to transportation. It was among the first communities in the metroplex to implement the context sensitive land use and transportation framework in Addison Circle, with its small blocks, pedestrian-oriented amenities, and on-street parking. An updated set of standards will allow Town officials, developers and citizens to plan for, fund and construct the improvements necessary to accommodate Addison's future transportation challenges as well.

One of the most notable trends in Addison since the adoption of the last plan has been a growing interest in accommodating multiple modes of transportation. The updated plan heightens the level of attention paid to alternative modes, including walking, biking, and using transit. Since the update is designed to address all of these options, not just thoroughfares, the new document will be called the Master Transportation Plan, unlike the previous plan which was called the Master Thoroughfare Plan.

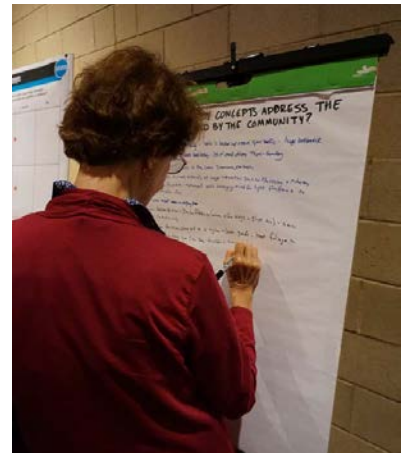
The update process has been undertaken using a fairly standard series of steps for a planning effort, including a robust community input component:



PUBLIC INPUT

Across the country, communities are rethinking their transportation systems. Instead of addressing limited, individual components of the network, cities are improving the efficiency of the system in ways that promote the community's values. Communities are implementing complete streets and context sensitive solutions to create safer, more livable and visually appealing places that are consistent with their social, environmental, and economic values. For this update, the priorities of Addison residents, and businesses were evaluated to reflect the desires of the community.

The Addison community revealed a variety of priorities in the ways people would like to get around and enjoy their streets. Planning an effective transportation system with multiple priorities in mind is a balancing act. When streets are designed to properly serve surrounding land uses and allow multiple modes of travel, automobile travel is still accommodated but not to the exclusion of other travel options. A network of “complete streets,” built to allow automobiles, pedestrians, bicycles and transit service to work together, can provide an alternative to endless cycles of traffic congestion. The overall capacity of the network can be improved by reducing the demand for vehicular trips, especially when integrated with an effective rail and bus network.



Public Input Process

The process of updating the Master Transportation Plan has given the community an opportunity to look at changes in traffic-related conditions and to think about priorities for the future. The community input phase was designed to encourage involvement from a broad spectrum of stakeholders in a variety of formats.

- **Community meetings** were held for those interested in taking part in the process in person. These meetings included topical stations aimed at gathering specific types of input and an informational briefing.
- An **online survey** was conducted to solicit input from people who were unable to attend the public meetings or who preferred to participate using this method.
- An **Advisory Group** provided direction and served as a sounding board throughout the process.
- **Public hearings** held with the Planning and Zoning Commission and the City Council provided the community an opportunity to provide input during the plan adoption process.

The City Council instructed staff to take extra measures to inform the community of this opportunity to provide input in order to encourage a high level of participation. To make it clear that any interested person was welcome to be a part of the process, a multi-faceted notification process including post cards, emails, and social media posts invited both residents and businesses to the five community meetings.

The feedback gathered in the public involvement phase revealed some important shifts in priorities since the adoption of the last plan, and these shifts provided direction for the remainder of the process.

Community Meetings

Two kick-off meetings were held on March 14 and 16, 2016, which included approximately 70 participants. The project was introduced and participants were asked to identify transportation priorities as well as issues or concerns with existing conditions that should be investigated or addressed in the new plan.

Three follow-up meetings were conducted on July 28, August 2, and August 29, 2016 with approximately 67 participants. People attending were asked to comment on the direction of the draft plan and several

detailed concepts. Feedback from these meetings was used to develop the final draft plan for presentation to the Planning and Zoning Commission and City Council.



Online Survey

Between March 21 and April 8, 2016, 160 Addison stakeholders provided their input on priorities and specific multi-modal transportation issues – walking, biking, using transit. This feedback was also instrumental in establishing direction for the plan.

Advisory Group Meetings

Advisory Group meetings were held in May and July 2016. At the first meeting, members of the group, a panel of residents and business representatives appointed by the City Council, provided important feedback on the design and connectivity features of certain roadway types and reviewed several important draft plans and concepts prior to the second community meeting. The group was also given an opportunity to review and comment on the final draft plan and report before the P&Z public hearing.



Public Hearings

The Planning and Zoning Commission and City Council each conducted a public hearing on the recommended plan. These hearings took place in October 2016. At these hearings, an important part of the process for a major update, the recommended Master Transportation Plan was presented for review, discussion, recommendation, and adoption.

Establishing Transportation Priorities

An important component of the Kick-off Meetings and Online Survey was the need to identify the community's top transportation priorities. This was necessary early in the process so that these priorities could guide the development of the new plan.

Kick-Off Community Meetings

To start the conversation at the Kick-off Meetings, a list of pre-prepared choices was presented and the top five, as ranked by the participants were:

- 1 Encourage an active, healthy lifestyle
- 2 Develop more efficient traffic circulation
- 3 Support Addison's economic development goals
- 4 Maintain the existing transportation infrastructure properly
- 5 Improve transportation safety

Participants at the Kick-off Meetings were also given an opportunity to write in and rank priorities of their own. The top write-in priorities were (six are listed; 3 and 4 below received the same number of votes; 5 and 6 also ranked equally):

- 1 Get the Cotton Belt by 2019 (interpreted to mean getting a firm commitment from DART for the Cotton Belt rail line by 2019)
- 2 Transform Addison into an eco-friendly, walkable, connected via pedestrian and bicycle pathways, beautiful environment that is the gold standard for urban planning
- 3 More sidewalks

- 4 Bicycling
- 5 Walkable neighborhoods
- 6 Context sensitive street design

Online Survey

For the Online Survey, the list of priorities was modified based on the discussion from the Kick-off Meetings and to incorporate the new write-in issues as options as well. The survey participants ranked the issues as follows:

- 1 Traffic congestion (high traffic volumes, crowded intersections)
- 2 Lack of features and accommodations for pedestrians and bicycles (sidewalks, trails, handicap ramps, safe street crossings, trees/shade, lights in pedestrian areas, etc.)
- 3 Commitment to the Cotton Belt DART rail line in the near future
- 4 Lack of east-west connectivity in Addison (vehicular, pedestrian, bicycle connections)
- 5 Pass-through traffic (vehicle trips that pass through Addison, but neither start nor end here)

The Appendix section of this document includes more detailed information from the Kick-off Meetings and the Community Meetings. A summary of the Online Survey results is included in a presentation to the City Council on April 12, 2016. A final summary of plan priorities and goals is provided on page 64.

OPPORTUNITIES AND CONSTRAINTS

Perhaps the most challenging aspect of implementing this transportation plan will be the ability of the Town to make the desired mobility and aesthetic improvements within the limited right-of-way available and its capacity to secure the necessary funding. Many maturing first-ring suburbs around the region are facing this same challenge. The opportunities are likely to come with the reconstruction of aging infrastructure and the redevelopment of older properties in Addison.

Balancing multiple priorities in different parts of the community and funding the projects required to address those priorities will be a challenge. It is important to remember that Addison is one city in a large region, and much of the traffic on local streets is passing through from outside the community. Participants in the community meetings understood this. Because of its central location, the employment base, and all of the activities that make Addison a destination, there will always be outside traffic. The impacts of these traffic concerns can be minimized through efficiency improvements, aesthetic enhancements, and connectivity upgrades.

All of these conditions are likely to make the process of achieving the plan recommendations lengthier and more complicated, but neither the Town nor the community should be discouraged. In order to improve traffic conditions in the Town, accomplish aesthetic objectives, and maintain a competitive position in the marketplace, all parties must be willing to persevere and be prepared to watch for opportunities. Partnerships should be established during street construction, reconstruction, or rehabilitation and when new development or redevelopment occurs. In the design of projects such as these, steps can be taken to address the goals and priorities expressed by the community throughout this update process.



Quorum Drive



Addison Circle Pedestrian Realm

TRANSPORTATION SYSTEM EVALUATION

EXISTING TRANSPORTATION SYSTEM

As the population and the economy of the greater Dallas-Fort Worth region continue to grow, Addison remains strategically located in a central, well-connected position that is easily linked to numerous major activity areas. The Town is primarily served by the Dallas North Tollway, nearby Interstate 635 and Bush Turnpike, and a set of major streets (Belt Line, Marsh, Midway, and Spring Valley) that provide connections to surrounding communities, major economic centers, and other regional destinations. DART bus service, pedestrian connections, and a growing trail network provide multi-modal options for residents who prefer an alternative to automobile travel or desire local routes for recreational activity.

Roadway and Highway System

Functional Classification System

Addison's roadway system is comprised of a variety of standard street types, with the overall system designed to maintain a balance between mobility (the through movement of trips) and access to destinations. Addison's functional classification system is structured in a hierarchical manner, with the goal of providing a balanced network with appropriate roadway capacity, access, and efficiency. The network is made up of four classifications of streets: Principal Arterial, Minor Arterial, Collector Street, and Local Street. Collector streets are broken down further based on their land use context to distinguish between roadways in Commercial and Residential areas. A summary of the functional class characteristics is shown in Figure 1, and this functional classification system is identified on the Master Thoroughfare Plan Map on page 41.

Existing Conditions

Since the adoption of the 1998 Plan, much of Addison's roadway network has been built to its intended capacity, and numerous improvements have been made to the regional highway network serving the Addison area. The opening and expansion of the President George Bush Turnpike (PGBT), improvements to the main lanes and interchanges along Interstate 635, and the addition of tolled express lanes on I-635 have significantly increased east/west capacity through the greater Addison area and had a positive impact on Addison streets. The Dallas North Tollway continues to experience increased demand for north/south regional trips, and the North Texas Tollway Authority (NTTA) is expanding lanes and making ramp improvements from

Principal Arterial

Examples: Belt Line Road, Midway Road

- Typically the highest traffic volume corridors with longer trip demands
- Provides connectivity between surrounding cities and major activity centers

Minor Arterial

Examples: Quorum Drive, Montfort Drive

- Provides service for trips of moderate length (typically trips within Addison)
- Enhances connectivity to the Principal Arterials

Collector (Commercial/Residential)

Examples: Beltway Drive, Spectrum Drive

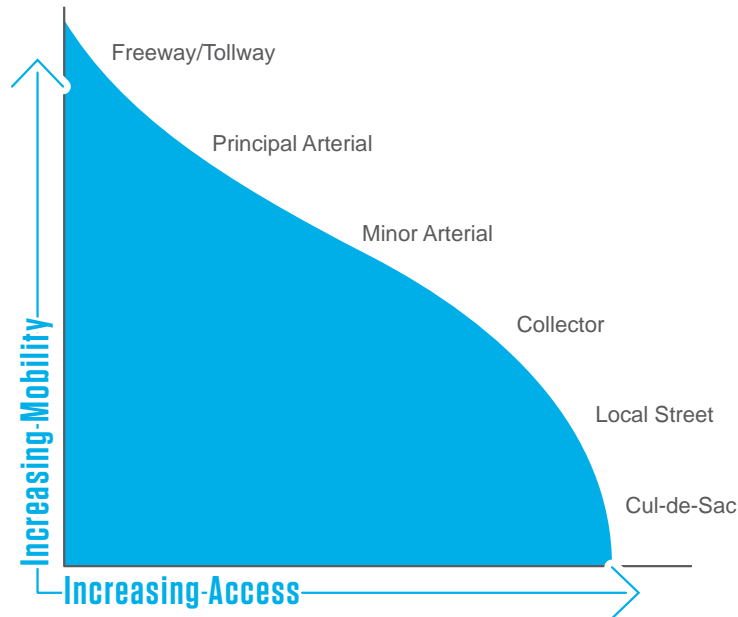
- Distributes traffic from the local streets to the arterials
- Balances providing access to destinations with traffic circulation

Residential Local

Examples: Paladium Drive, Winter Park Lane

- Provides direct access to adjacent destinations
- Not intended for through traffic

Figure 1: Functional Class Characteristics



Mobility/Access Relationship

Addison north to the PGBT and beyond. All of these roadways function as regional travel corridors, connecting major activity areas within the Town and throughout the DFW Metroplex.

Cross-town mobility also relies heavily on a number of principal and minor arterials. Within Addison, the completion of the Arapaho Road extension and the Keller Road Toll Tunnel have increased the east/west capacity and provided much needed relief to Belt Line Road. That being said, Belt Line Road, Midway Road, and Marsh Lane carry some of the highest traffic volumes in town, distributing trips to local businesses, residential neighborhoods, and into surrounding cities. While many of the arterials continue to see high demand, historical traffic count data has shown that volumes across the network have either remained stable or decreased along most thoroughfares. For example, Addison Road, Midway Road south of Spring Valley, and Belt Line Road west of the Dallas North Tollway have seen significant reductions in traffic volumes since a peak in the late 1990s (see Figure 2), most likely due to the completion of other roadway connections and capacity improvements to the surrounding highway system. Current 2016 traffic counts are shown in the following map.

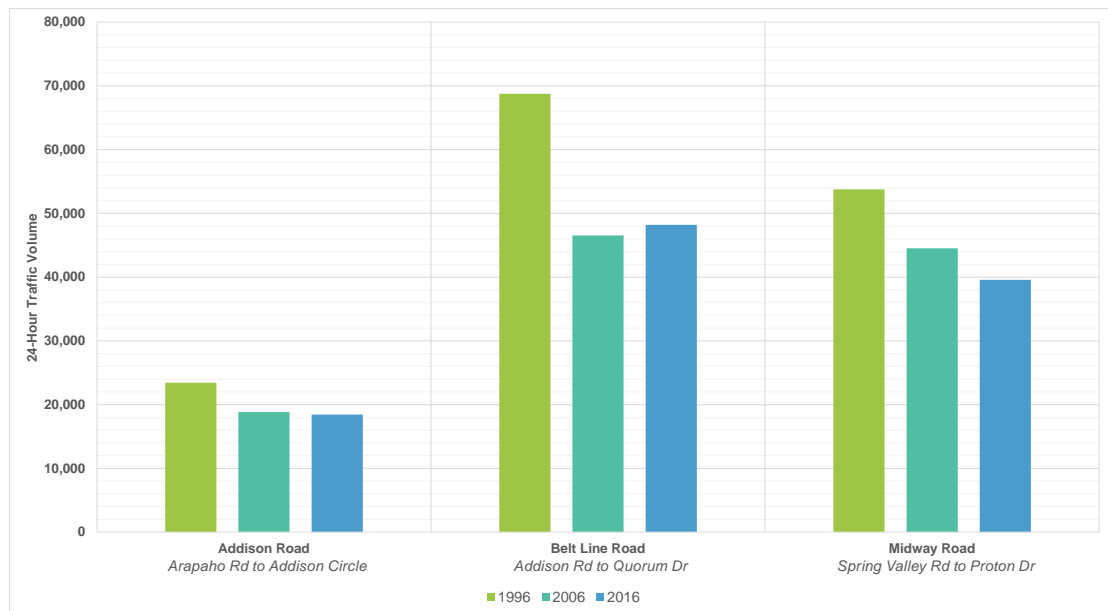


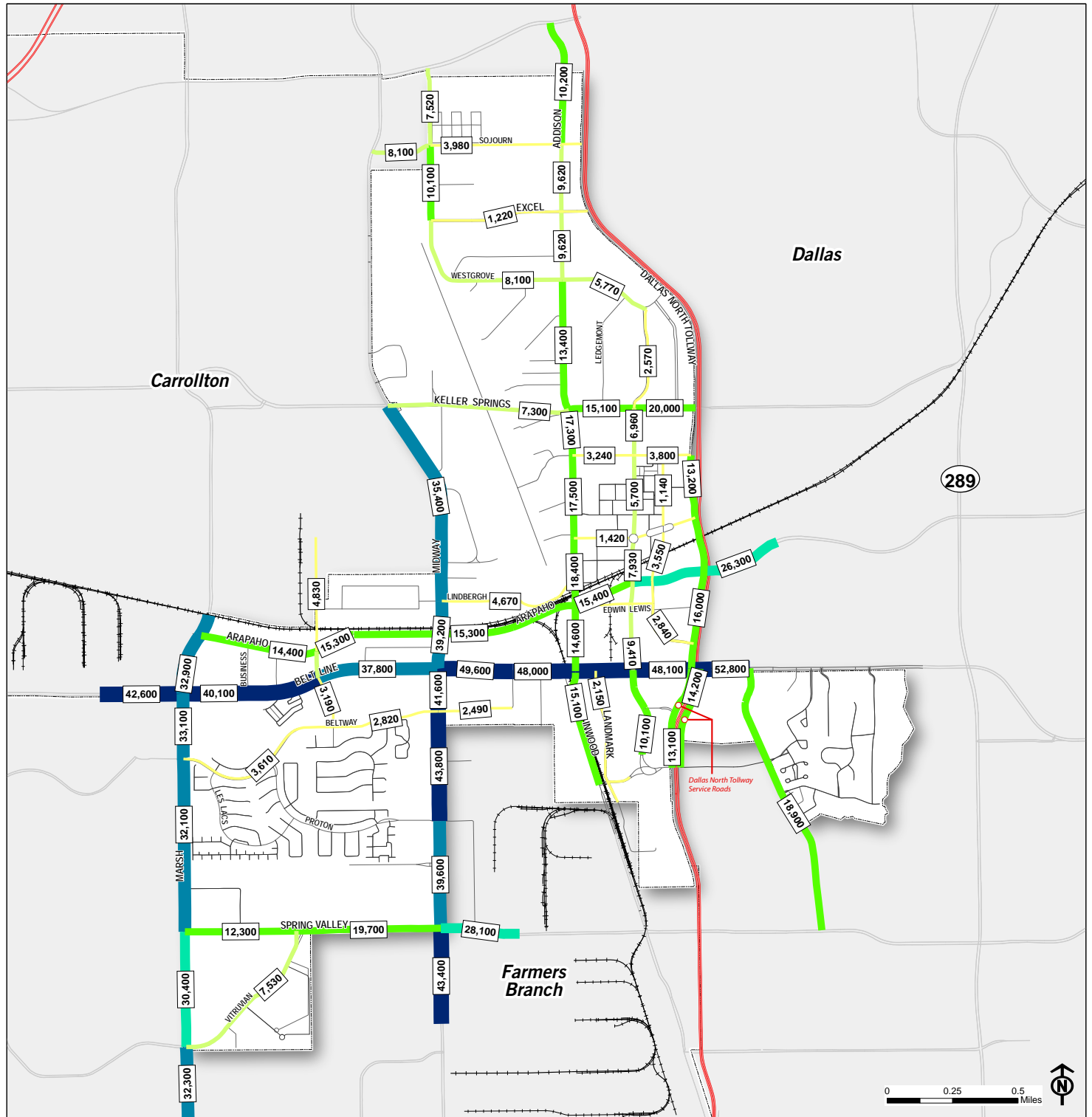
Figure 2: Traffic Count Trends (1996-2016)

Source: Town of Addison Traffic Counts

2016 Traffic Counts

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Addison Master Transportation Plan



LEGEND

2016 Traffic Counts

- < 5,000
- 5,001 - 10,000
- 10,001 - 24,000
- 24,001 - 32,000
- 32,001 - 40,000
- > 40,000
- Addison Roads
- Tollway
- Rail Lines

Source: Town of Addison Traffic Counts

Thoroughfare Level of Service

Forecasting future traffic demand is an essential element in mobility planning, and a useful tool in determining what roadways may have critical capacity issues in the future. This tool, known as travel demand modeling, is the prediction of traffic volumes on a transportation network based on land use, population, and network characteristics. One of the primary outputs of a travel demand model is a level of service (LOS) assessment, used to quantify traffic congestion along specific thoroughfares and assigning a level of service score of A through F to city streets to reflect how well they operate. LOS A represents a roadway where traffic is free flowing and volumes are much lower than the roadway capacity, while LOS F represents a roadway where volumes are greater than the capacity of the roadway and traffic flow often exhibits excessive delay. In the DFW region, most cities target C or D as an acceptable level of service.

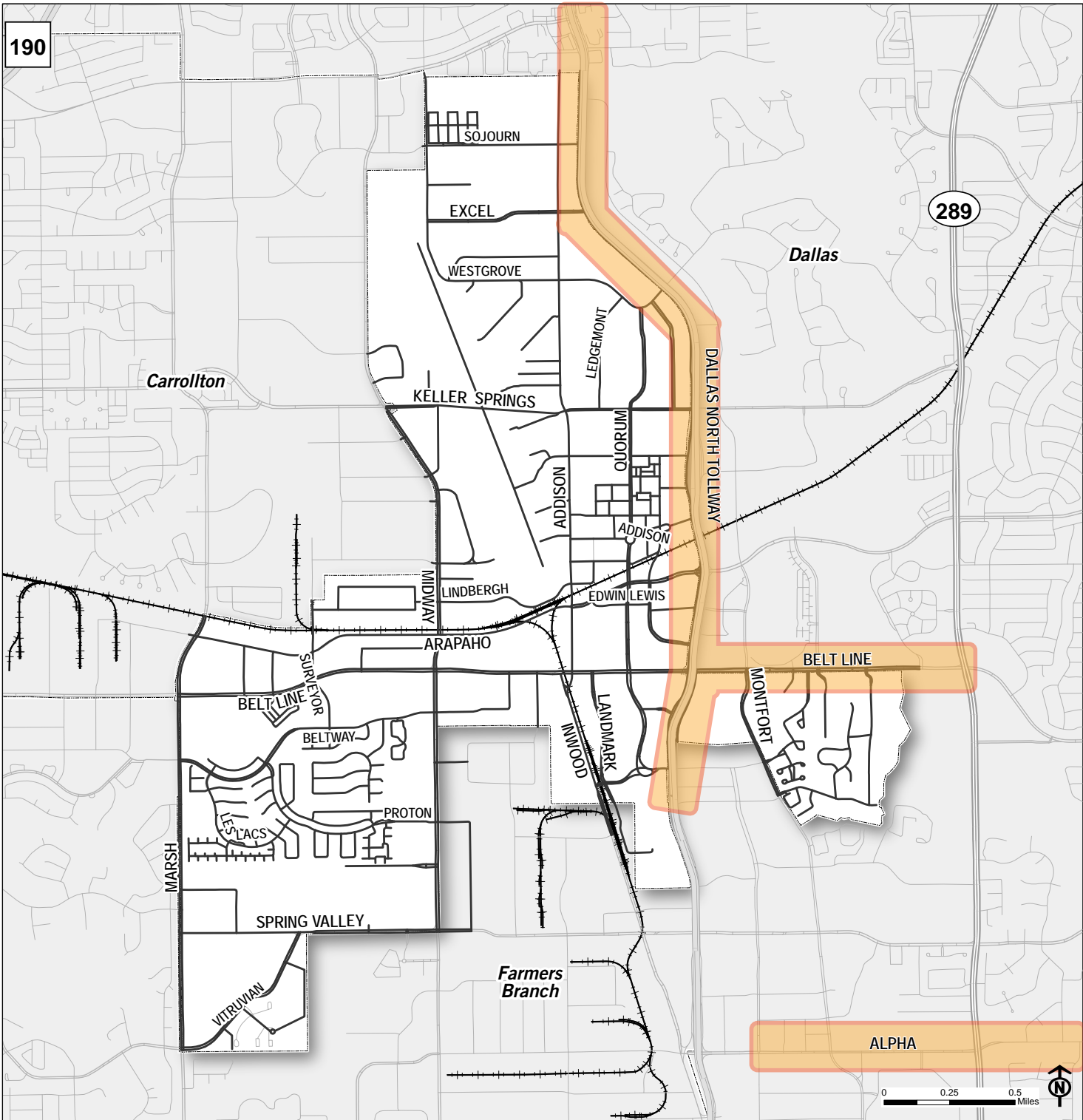
Based on regional travel demand modeling data from the North Central Texas Council of Governments (NCTCOG), the current conditions base year model shows most of the thoroughfares throughout the Town are operating at acceptable or tolerable levels, with traffic volumes below the roadway capacity; however, some sections of Addison's principal arterials, such as Belt Line Road and Midway Road, as well as the Dallas North Tollway, which is actually outside the Town limits, exhibit a level of service that is at or near capacity. The 2040 model projects volumes based on anticipated population and employment growth within the Town and across the region and assumes a continued reliance on personal vehicles for most trips.

Over the next 25 years, volumes are expected to increase significantly on the Dallas North Tollway and some arterials within the surrounding area, but level of service along thoroughfares within the Town will remain generally stable. The following map identifies major projected increases in congestion on area roadways. Since all of the principal arterials in Addison are currently built to their intended capacities, adding travel lanes on these roadways is not a recommended approach to improving the level of service since this can often induce additional traffic demand. Improvements are better focused on maintaining intersection performance, improving access management (ensuring that major arterials, intersections, and freeways not only operate with safety and efficiency, but also provide adequate access to the adjacent property), making strategic connections to increase route choices, and increasing multi-modal connectivity for transit, pedestrian, and bicycling trip alternatives.

2040 Congested Corridors

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Addison Master Transportation Plan



LEGEND



Projected Congested Corridors

20%+ Projected Traffic Volume Increase from Current Year Volumes with Significant/Excessive Delay Expected (Level of Service E/F)

Source: NCTCOG 2040 Travel Demand Model

Existing Multi-Modal Network

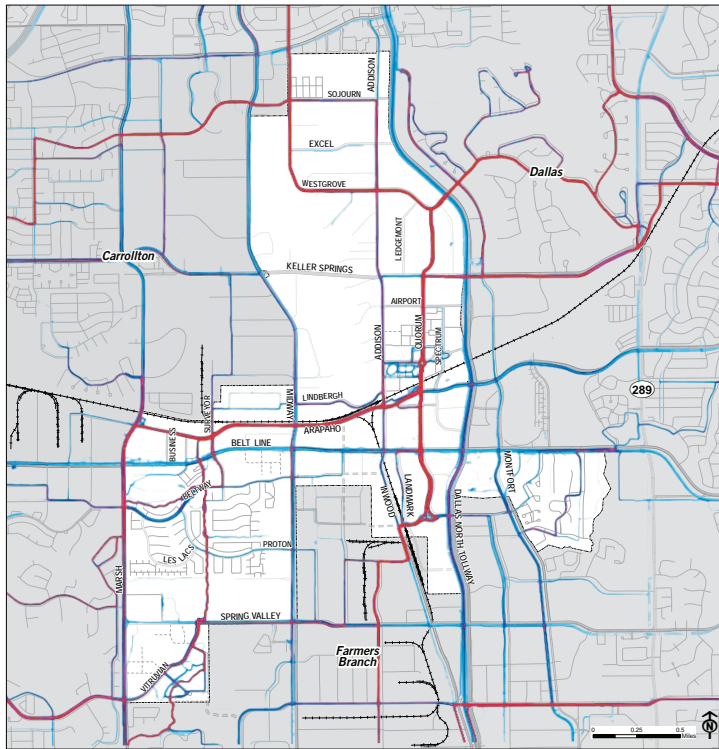
Active Transportation

Throughout much of the Town, the primary facilities for pedestrians are sidewalks and off-street trails. The current trail system is connected with many of the Town's parks and neighborhoods, but there are still many connectivity opportunities to expand this trail network and fill in sidewalk gaps to provide greater connectivity between neighborhoods and major activity centers. While bicyclists are able to utilize the existing trails and ride on-street in mixed traffic, there are currently no marked on-street bicycle facilities or designated routes. Providing an interconnected system of separated and protected bike facilities can appeal to a broader range of people and can contribute to increases in bicycling volumes.

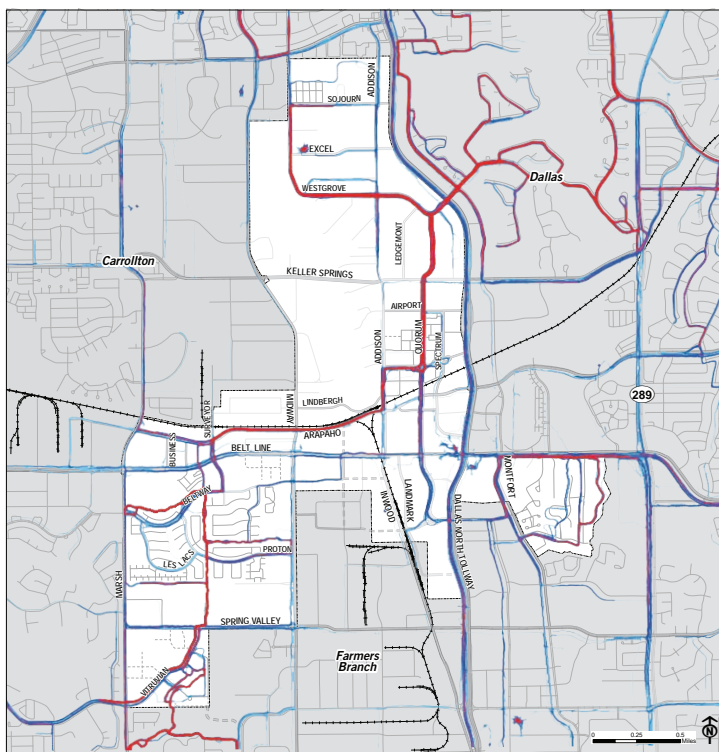
The maps on the following page provide some insight into how the streets and trails in the Addison area are currently used for active transportation based on data from Strava. Strava is an online application which allows people to track their bicycle rides, runs, and walks via their smartphone or GPS device. Routes that are used more often are identified in red.

Transit Service

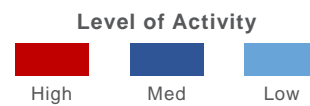
Addison is a founding member of Dallas Area Rapid Transit (DART), and is currently served by a number of bus routes providing local and regional service. The bus routes follow many of the arterials in Addison and there are a variety of service types, including local, rail feeder, and express routes. The Addison Transit Center located near Addison Circle acts as a central hub for bus connections. Currently no rail service is provided in Addison, but potential commuter rail service has been planned for the Cotton Belt rail corridor, which would provide a regional east-west connection between DFW Airport and Plano, with a stop at the Addison Transit Center.



Current Bicycle Activity



Current Pedestrian Activity



Source: Strava, 2015 Data

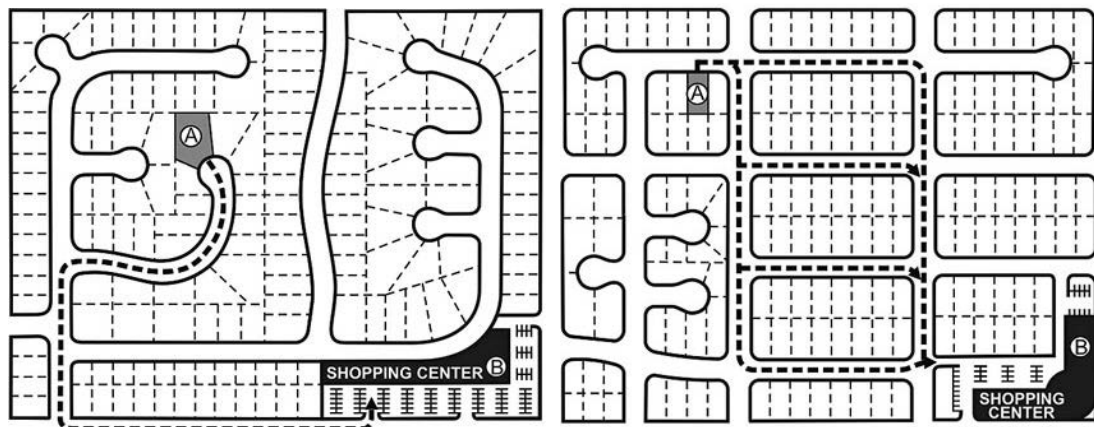
TRANSPORTATION CONCEPTS

In addition to the assessment of thoroughfare traffic volume trends and capacity needs, other major transportation concepts have been evaluated for potential improvements and integration with future thoroughfare design. These concepts include **connectivity**, **multi-modal transportation best practices**, **context-sensitive design**, and **traffic calming**. This section provides an overview of these concepts.

Connectivity

Appropriate network connectivity is essential to maximizing accessibility and increasing the number of route options. Streets that are networked well provide shorter, more direct routes between destinations, which in turn increases the efficiency and reliability of the road network. A classic example of a well-connected street system is found in the traditional grid street pattern. These grid street patterns disperse traffic throughout the system. There are major arterials within the grid pattern, but local travelers are able to use interconnected local streets, freeing up the arterials for the movement of longer trips.

The Addison Circle area is a prime example of a development pattern built around a grid-like network with shorter blocks and increased route choices. Most other neighborhoods in Addison were developed using the conventional suburban pattern prevalent at the time the Town was developing, with cul-de-sacs and fewer access points. The street framework was designed to collect traffic from residential areas and channel most of the trips onto major thoroughfares. This pattern tends to create greater congestion on arterial streets, and with fewer route choices, often discourages pedestrian and bicycle travel.



Conventional vs. Traditional Street Networks

Conventional street networks (left) create longer trips and offer fewer route choices. A network of connected and multi-modal streets (right) offer greater trip choice and flexibility.

Addison has, however, made strategic connections with its off-street trail network to improve pedestrian connectivity between neighborhoods and surrounding activity centers. With the roadway network in Addison almost completely built out, it will be essential that the connectivity between different transportation modes is improved to increase route options and accessibility.

Multi-Modal Transportation Best Practices

For many people, the automobile will remain the most viable form of transportation, but resources should also be allocated for multi-modal connectivity to serve the current transportation needs of the region's diverse population and to respond to shifting demographics and generational priorities. There are many people who cannot drive each day or who prefer not to. The younger segment of the population is increasingly seeking safe and efficient alternatives to driving, and the growing retired and elderly population may also need other options.

Active Transportation

A city's active transportation network—the portion of the system that is human-powered—is intended to provide transportation alternatives and recreational opportunities for people of all ages and abilities. The installation of pedestrian and bicycle facilities can be the most visible element of a city's multi-modal transportation network. It shows that the community is a welcoming place for non-motorized trip choices and supports the safe use of streets by all road users.

The use of sidewalks, trails, and bicycles is a transportation choice that benefits personal health, reduces traffic congestion, and air pollution, and enhances quality of life by creating opportunities for cost savings and social interaction. Interest in bicycling for commuting or recreation is increasing, but many novice riders do not feel comfortable riding on-street with traffic. Concerns about safety, barriers, and lack of infrastructure often lead people to continue using cars for many typical short trips. Increased bicycle and pedestrian facility choices not only address safety, but enhance long-term community livability, create welcoming streets and neighborhoods, and strengthen local economic competitiveness.

Addison has made considerable progress in improving the Town's sidewalk and trail connectivity in certain locations, but additional consideration should be given to designing streets to accommodate higher levels of pedestrian activity, particularly in mixed-use, commercial, and residential contexts. Streets should be attractive and comfortable for pedestrians. There are a variety of tools available to help make areas more walkable, such as appropriate sidewalk or trail width, high visibility crosswalks, mid-block crossings, increased pedestrian lighting, and shade elements.



Les Lacs Linear Park Trail

While significant improvements have been made for supporting pedestrian activity, few steps have yet been taken to develop an on-street bikeway system. Bicycling can improve quality of life by increasing opportunities for social connection between riders, and an active bicycling population is often considered a measure of livability for a city. Bicycle riders come with many different skill levels, and more people will be encouraged to ride if streets are designed to protect riders and make cycling enjoyable. As community preferences for bicycle connections increase, there are a variety of innovative facilities that can be considered, but the most appropriate facility should be selected based on the unique qualities of each location, the adjacent land use context, roadway characteristics, the existing or expected types of bicycle use, and the ability to connect to other trails and points of interest (not just dead-end).

Pedestrian and Bicycle Facility Types

Sidewalks

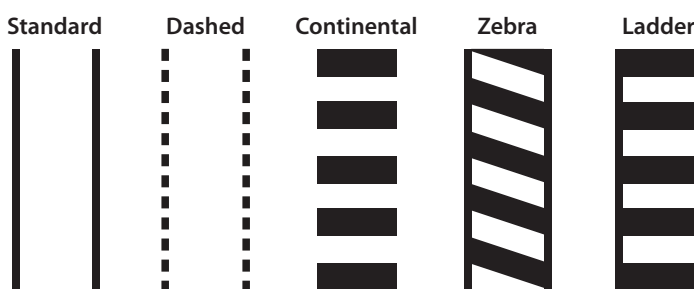
Sidewalks should provide pedestrians with space to travel and separation from the motor vehicle travel lanes. Wider sidewalks are appropriate in areas of higher pedestrian activity or to accommodate other uses on active commercial and mixed-use streets.



Addison Circle Pedestrian Realm

Enhanced Pedestrian Crossings

Safe and frequent crosswalks are important in a walkable environment. Crosswalks at intersections should be designed to offer as much comfort and protection to pedestrians as possible. Considering that the majority of vehicle/pedestrian incidents involve a turning vehicle, all signalized crossings should be well marked to reinforce



Crosswalk Treatment Options

the requirement of turning vehicles to yield for pedestrians. Ladder, zebra, and continental crosswalk markings are preferable to standard parallel or dashed pavement markings due to their high visibility.

Midblock crossings provide pedestrians a safe and convenient way to cross the street in areas where intersections are far apart or where major pedestrian destinations are located directly across the street from each other. In these circumstances, pedestrians tend to take the most direct route when crossing the street instead of going out of the way to the nearest intersection; as such, midblock crossings are responsive to significant pedestrian desire lines. Medians or safety islands make crossings easier and safer by creating a two-stage crossing.



Midblock Crossing

Shared-Use Paths

Shared-use paths are designed for two-way travel by both pedestrians and bicyclists. They are typically located adjacent to streets, and are useful for completing connections in an off-street trail network. These paths should be physically separated from the roadway with a landscape buffer or some type of barrier. Paths should be designed to a minimum width of 10 feet; however, in areas where bicycle traffic is low and pedestrian use of the facility is not more than occasional, an 8 foot sidepath may be used.



Shared-Use Path

Traditional Bike Lanes

Bike lanes are dedicated travel lanes that carry bicycle traffic on the street in the same direction as adjacent motor vehicle traffic. Bike lanes are provided for the exclusive or preferential use of cyclists and are identified with signage, striping, or other pavement markings. These lanes allow bicyclists to ride at comfortable speeds and encourage a position within the roadway where they are more likely to be seen by motorists. The minimum width for bike lanes is 5 feet.



Traditional Bike Lane

Buffered and Protected Bike Lanes

Bicycle facilities can be physically separated from adjacent motor vehicle travel with striped buffers or physical separation to create protected facilities. The addition of a buffer area provides even greater comfort to the rider than traditional bike lanes. Buffered and protected bike lanes are recommended on streets with high travel speeds, high traffic volumes, and multiple lanes. The preferred width of a buffered or protected bike lane is 5 feet with a minimum 2 foot buffer.



Buffered Bike Lane

Shared Lanes

Certain roads may work well for cyclists due to low traffic speeds (preferably less than 30 miles per hour) and low volumes (generally fewer than 3,000 trips per day) and do not require a separated bike facility. These roadways can be identified as shared lane bike routes with route signage and “sharrow” pavement markings to designate shared use of the travel lanes.



Shared Lane

Transit

Access to good transit service can have a significant financial impact on an individual. Compared to owning a vehicle, transit provides an affordable option and is particularly important for people who cannot drive due to age, income, or disability. Generational preferences have also influenced ridership. Trends have shown that younger people are less likely to get driver's licenses, tend to take shorter and fewer trips by vehicle, and are less likely to purchase a car at all. Efficiently run transit has the potential to move many more people in a much smaller amount of space than a fleet of personal automobiles, but in order for transit to be a viable alternative and to attract new riders, the service must also be reliable, convenient, and safe.

Addison's current transit service coverage is made up primarily of local and express bus routes. Local bus service, with its many stops, provides the greatest amount of flexibility for passengers, but tends not to attract the ridership or stimulate changes in land use patterns the way other transit modes can. Focusing on improving service in the corridors that are already carrying a high proportion of transit riders can go a long way towards increasing the share of traffic that buses serve on primary corridors in the city.



Improvements such as reduced headways (the time between consecutive transit service stops at a given location), higher quality passenger facilities, and improved connectivity between bus stops and destinations will help connect people to home, work, and shopping. The availability of other transit modes such as circulator buses can help accommodate new growth and influence the transition of trips onto alternative travel modes.

Higher capacity transit can shift commuting patterns and significantly affect travel choices on major transportation corridors. DART is currently updating its 2040 Transit System Plan, and numerous corridors have been identified for more frequent bus service. DART is also exploring options for expediting rail service along the Cotton Belt Corridor that would include service to Addison. The potential success of transit investments is largely dependent on the relationship of the service to the surrounding land use. Higher capacity transit investments should be considered in areas with high levels of employment, denser residential development, diverse uses, and pedestrian-oriented design.

Enhanced Bus Service

Most of Addison's current bus service is provided by local bus routes, which must balance stop frequency with speed. While rail service provides greater passenger capacity and potential economic return on investment than bus, enhanced bus service can make the overall transit network more reliable, convenient, and comfortable. Priority corridors may benefit from rapid and express routes, and service can be made more efficient and attractive with improvements such as:

- Less frequent stops
- Higher capacity vehicles
- Transit signal priority
- Dedicated transit lanes
- High-amenity stops
- All-door boarding



Rapid Bus Vehicle (Austin, TX)

Circulator Bus

Circulator buses, or shuttles, are similar to local bus service but tend to operate within small areas, and can provide strategic connections between employment centers, dining spots, and other major destinations. These routes are often funded in partnerships between transit service providers, cities, and/or business organizations.



Transit Stops

The quality of the structures and amenities at transit stops matter to riders, but it is usually not possible, nor is it necessary, to provide all amenities at every stop system-wide due to costs and site constraints. At a minimum, all stops should be well maintained, appropriately lit, and provide a safe waiting area for riders. Basic transit stop design should be highly visible and should usually include a paved waiting pad, lighting, and a trash can; however, at major stops or along key corridors, additional amenities such as uniquely designed shelters, public art, real-time schedule information, wayfinding signage, or bike racks/lockers may be desirable.



Custom Bus Shelter Design

Context-Sensitive Design

Complete Streets is a concept that supports the idea that streets should be designed for everyone, with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to the surrounding community context. In the past, streets were designed mostly with cars in mind, which has made alternative transportation choices difficult, inconvenient, and often dangerous. Context Sensitive Design is taking the goal of Complete Streets and applying it to the process of determining the most appropriate cross sections for street construction, reconstruction, or rehabilitation projects. This process takes into account not only the functional class of the road, but also the character of the surrounding development, future goals for each corridor, and the existing or future need for different modes of transportation.

The development of thoroughfares in Addison has been guided largely by a single set of typical roadway cross sections designated by functional classification. The streets in the Addison Circle area, however, were designed using the context-sensitive approach, where they were laid out with the unique needs of both pedestrians and vehicles in mind. By integrating land use and modal priorities with the Master Transportation Plan, the context-sensitive design process can be applied to determine whether and to what degree the typical street design may need to be modified to better serve the variety of community priorities, land use contexts, and activity centers within a specific corridor.

Traffic Calming

Traffic calming is a system of design strategies that aims to balance vehicular traffic with other uses on the street. These techniques seek to address concerns about safety, noise, and quality of life by reducing the impact of motor vehicles and slowing down or “calming” traffic. This approach is used primarily in residential areas, but many of these techniques have been used to regulate traffic speeds on other types of streets, such as urban mixed-use and main streets, especially where pedestrian activity is present.

Traffic calming is intended to mitigate cut-through traffic and speeding, with the added benefits of increasing pedestrian and bicycle safety and providing opportunities for aesthetic enhancements and neighborhood identity. Traffic conditions are different for each location, and different tools should be selected based upon the unique characteristics of each environment.



Potential traffic issues mitigated with traffic calming: speeding and cut-through traffic

Traffic calming measures typically fall into three categories:

Education

Neighborhood traffic management studies have shown that often the perceived traffic problems within a neighborhood can be attributed to local traffic and the residents themselves. Many traffic calming strategies begin with educating the neighborhood about the need to obey speed limits or yield to pedestrians. Educational approaches may include neighborhood watch programs and traffic safety newsletters.

Enforcement

Speeds can be monitored and displayed with portable or permanent radar detection speed feedback signs. Communities and neighborhoods may also work closely with local police to provide increased enforcement in areas where speeding occurs most often.

Engineering

Physically changing how the road looks, whether with signage, curbing, or other traffic calming measures, works to alter the behavior of motorists, pedestrians, and bicyclists. These types of engineering solutions are often intended to be “self-enforcing” and should be implemented after the education and enforcement approaches have been used. Physical design techniques can have varying levels of impact on travel speeds and traffic volumes. Engineering measures typically fall into the following categories:

Vertical deflection

Vertical speed control elements such as raised speed humps or speed tables help manage traffic speeds and reinforce pedestrian safety. These devices may be appropriate on a range of street types, but are most widely applied along low-speed neighborhood or residential streets. They are particularly effective in reducing speeds, but may also increase driver discomfort, noise, and emergency vehicle response time.



Speed Hump



Speed Table

Horizontal deflection

Horizontal street design elements decrease the overall width of the roadway and can serve as both a visual and physical cue to drivers that they are entering a neighborhood street. Potential benefits include slower traffic speeds, safer and shorter crossings for pedestrians, and increased space for street furniture, plantings, and street trees. Horizontal treatments include:

- Lane Striping
- Curb Extensions
- Chicane
- Center Islands
- Pinchpoint/Choker
- Mini Traffic Circle



Lane Striping to Narrow Travel Lanes



Curb Extensions

Volume management

Volume management measures reduce or discourage through traffic on specific corridors by reconfiguring select street segments and intersections along the route. Treatments should be implemented with consideration for emergency vehicles and neighborhood access.



Diagonal Traffic Diverter



Half or Full Street Closure

Additional Considerations

When implementing traffic calming solutions, additional factors should be considered when determining the feasibility of certain techniques, including:

- Access for emergency vehicles, school buses, and transit routes
- Driveways and intersection locations
- Large vehicle access and turning movements
- Availability of adjacent arterials to accommodate diverted traffic
- Implementation and maintenance cost

Techniques that are not recommended for traffic calming include:

Reducing posted speed limits

Speed limits are determined after a detailed traffic or engineering study. A speed limit that is unrealistic can invite drivers to disregard posted speeds. Traffic calming measures that reduce design speed can be a more effective way to encourage appropriate travel speeds.

Stop signs

The Texas Manual on Uniform Traffic Control Devices (MUTCD) states that “Stop signs should not be used for speed control.” Studies have shown that some drivers will make up the time lost at an unwarranted stop sign by speeding up between signs, or will run an unwarranted stop sign if there is no opposing traffic present. To determine if an intersection meets the necessary criteria for stop sign traffic control, an analysis which considers traffic counts, pedestrian volume, accident history, sight distance, and on-site observations should be conducted, but ultimately, engineering judgement must be applied.



Belt Line Road

MASTER TRANSPORTATION PLAN UPDATE

MASTER TRANSPORTATION PLAN

The Master Transportation Plan is the tool that enables the Town to preserve future roadway corridors and to protect or acquire the necessary right-of-way to improve the local transportation system. The MTP includes information related to roadway classification, right-of-way requirements, basic design criteria (including lane and median widths), and the number of through travel lanes for each thoroughfare in the Town. This plan identifies a number of future thoroughfare connections and introduces alternative solutions for thoroughfare design, but it does not propose any changes to existing functional classifications.

Future Connections

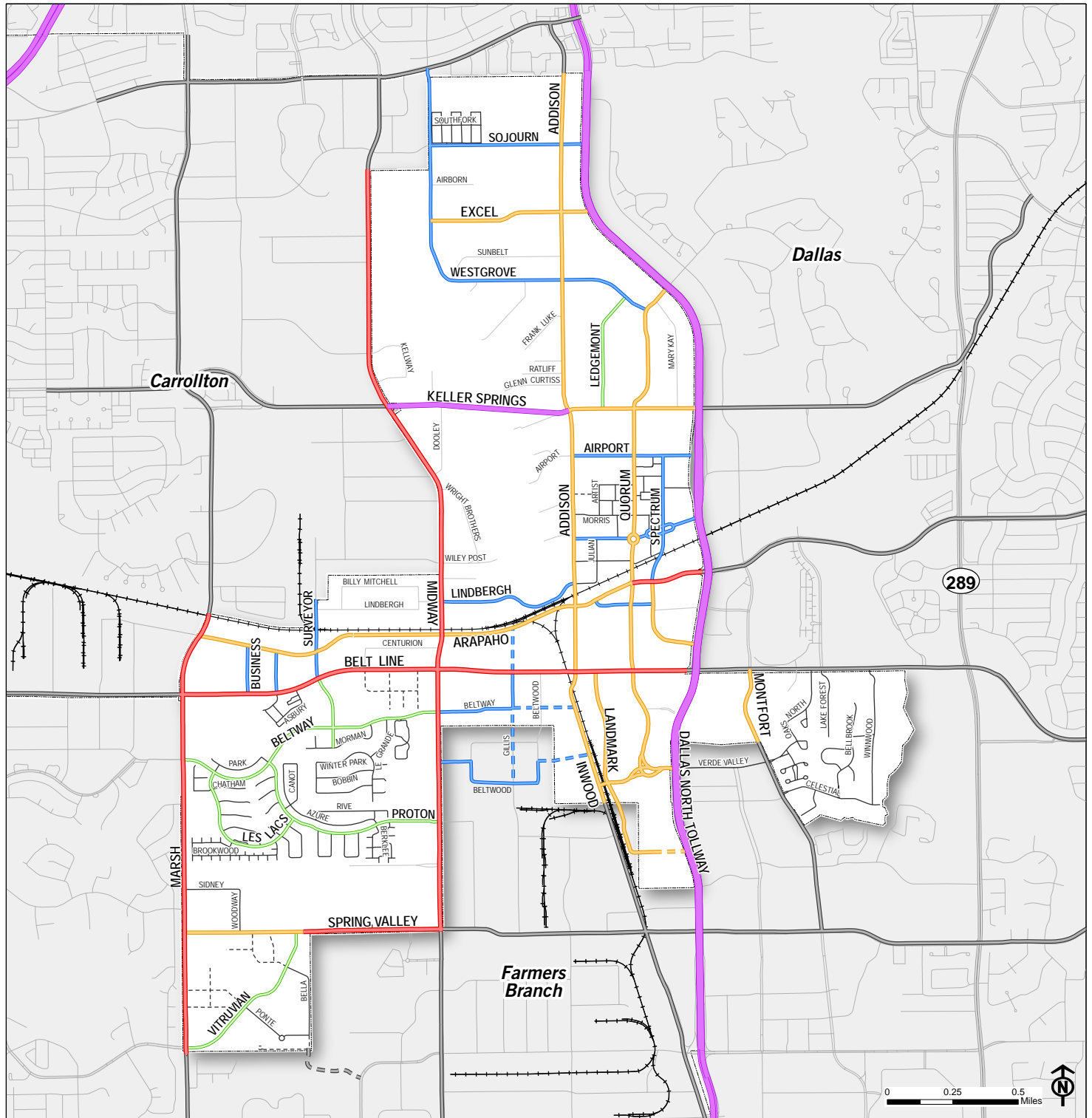
While much of the Town's thoroughfare capacity and network connectivity has been built out, there are still additional connections that can be made to support local trip circulation, multi-modal alternatives, and future property redevelopment. In particular, areas south of Belt Line Road have limited east/west route options due to a variety of barriers. A number of factors—the mix of often conflicting and incompatible development patterns between Addison and adjacent cities, the presence of existing rail lines, the manner in which the Dallas North Tollway creates a physical barrier between east and west Addison—all combine to reduce route choices and increase the reliance on the arterials for the distribution of local trips.

New minor arterial and collector connections that could improve local circulation include extensions of Landmark Boulevard, Beltwood Parkway, and Beltway Drive. Access to the Vitruvian development could also be improved with an additional entry point between Bella Lane and Alpha Road. This connection has been studied and design started. The decision to move forward rests with the City of Farmers Branch. The updated plan also documents other future connections in the Vitruvian Park and Addison Grove areas in the southwest corner of the Town and a future connection between Addison Road and Artist Way, in the Addison Circle area. All of these connections are expected to be constructed with future development projects.

Master Thoroughfare Plan Map

ADDISON

Addison Master Transportation Plan



LEGEND

Functional Classification

- Toll Road
- Principal Arterial

- Minor Arterial
- - - Future Minor Arterial
- Commercial Collector

- - - Future Commercial Collector
- Residential Collector

- Residential Local
- - - Future Residential Local
- - - Local

- Major Roadway Outside Addison
- - - Future Connection Outside Addison
- + + + Rail Lines

STREET CROSS SECTIONS

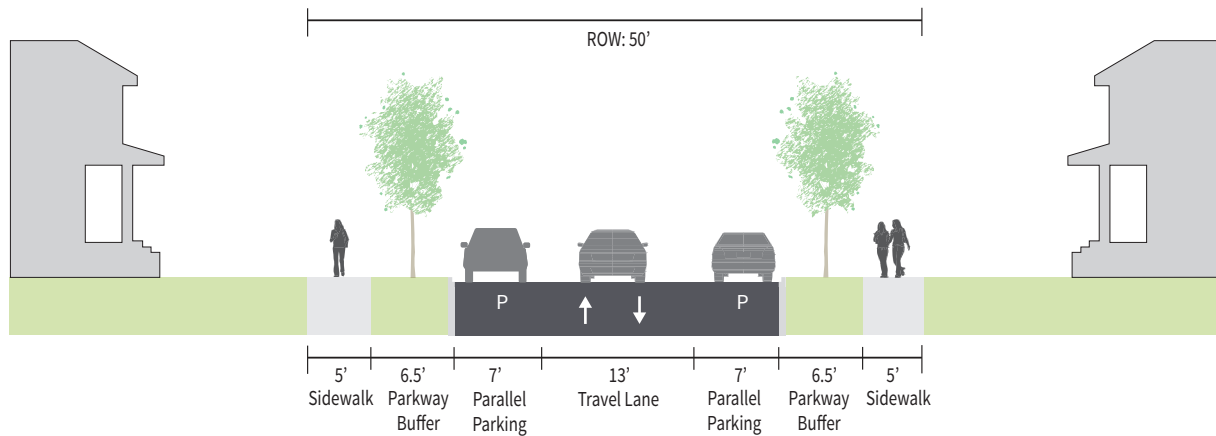
Most Addison streets have been planned and constructed based on one preferred design for each functional classification. While a standard street design, known as a typical cross section, may be appropriate in many cases, and no changes in classification are being recommended for any existing Addison streets, in some areas, an alternative design may be more appropriate. There is not a single solution for improving all streets and enhancing mobility throughout the Town. Street design that is context-sensitive, by definition, will vary in its cross section based on the existing physical constraints, the character of the land use in the surrounding area, and the preferences of the community.

Context Sensitive Solutions (Cross Section Alternatives)

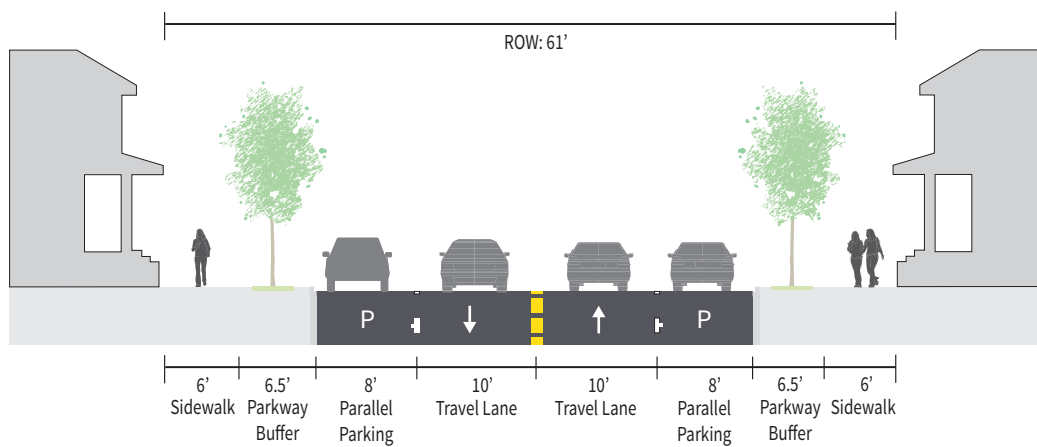
For each of the functional class categories, a set of Typical Cross Sections and Alternative Cross Sections has been developed to allow Town staff some flexibility as opportunities for mobility improvements arise. This flexibility must be based on an evaluation of the development context throughout the Town and the priorities expressed by the community. These cross sections are not intended to be rigid, but rather to act as templates that can be adapted to fit the local context, the adjacent land use and development type, and the physical and economic constraints of each future roadway project.

For example, on the Minor Arterial Cross Section, the preferred median width is 16 feet to accommodate median-protected turn lanes and to allow area for enhanced landscaping; however, in constrained areas, where adequate right-of-way is not available or can only be secured through purchase, a median or center turn lane design that is between 10 feet and 16 feet in width can be implemented. The objective of providing the median is still met, but a narrower design is applied because of the limited space available. This same flexibility can be applied to roadway lane widths, sidewalks, and other features within the overall street realm so long as the minimum requirements are met and the corridor goals are satisfied.

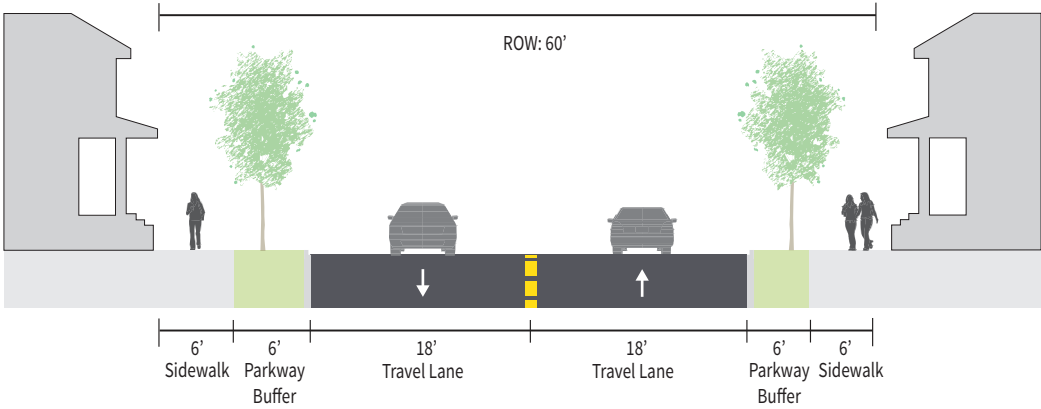
TYPICAL



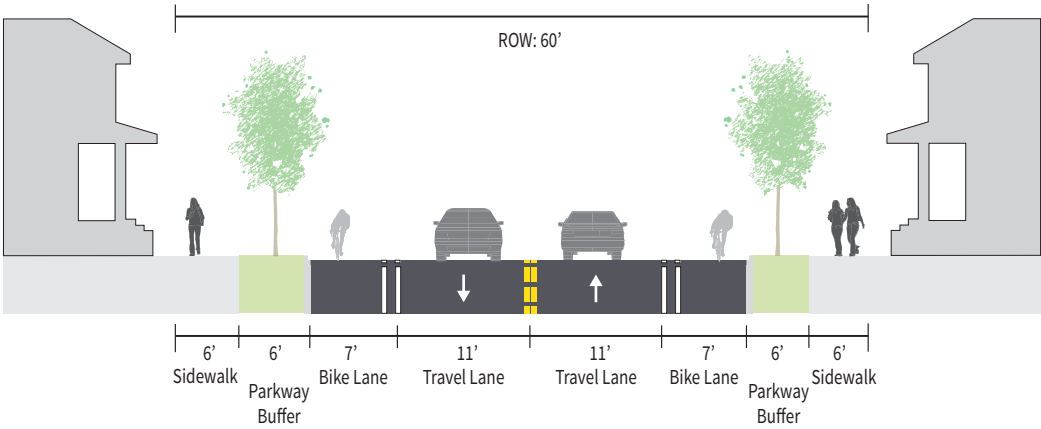
URBAN/MIXED-USE



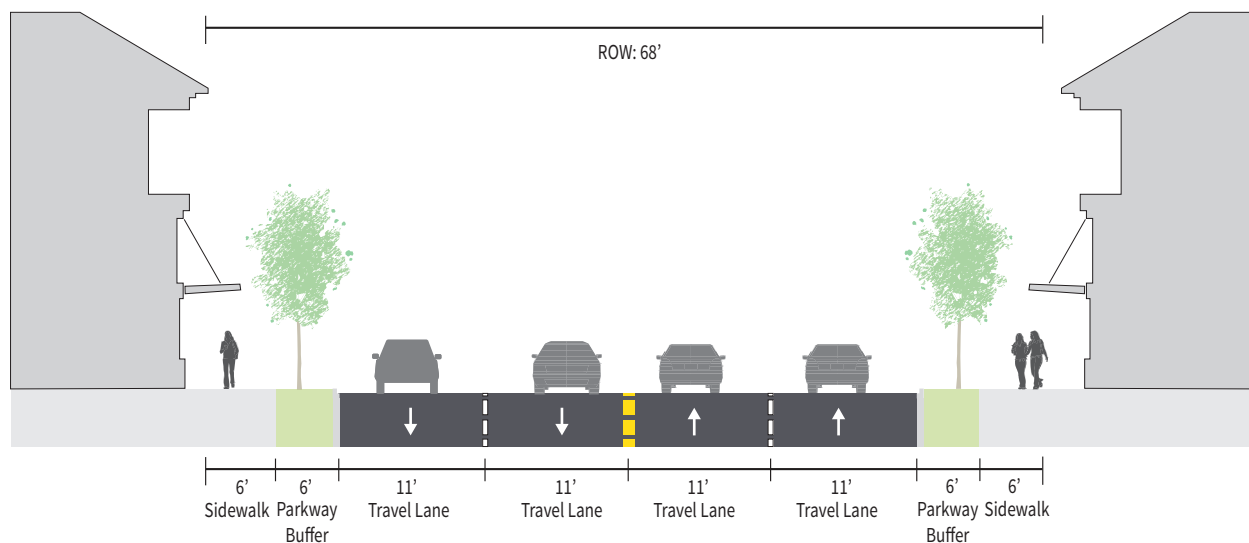
TYPICAL



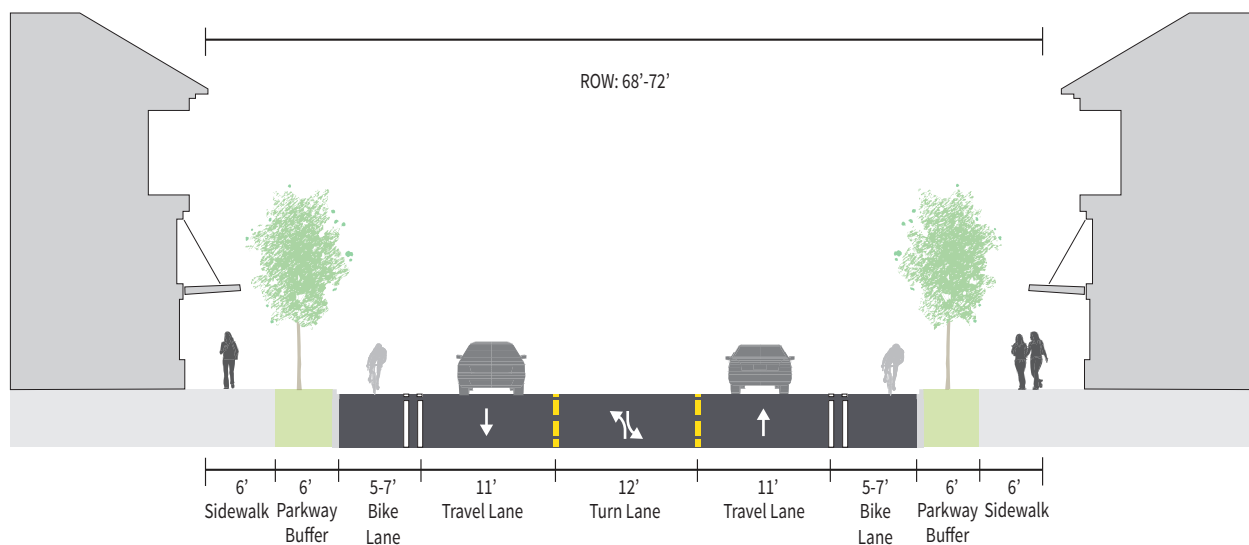
BIKE LANE



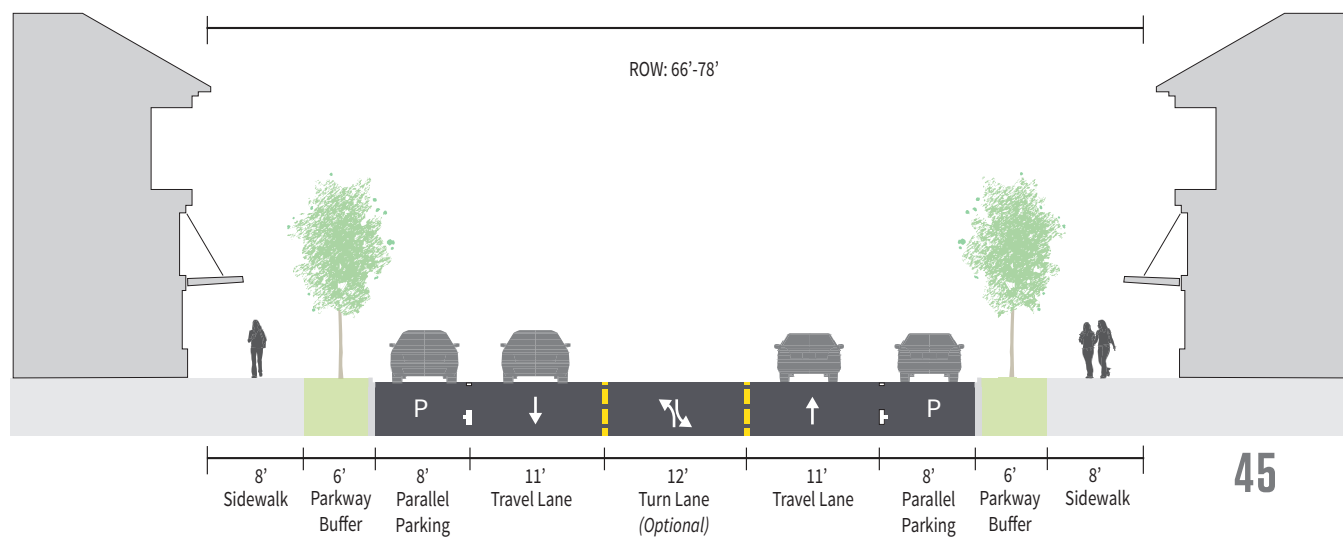
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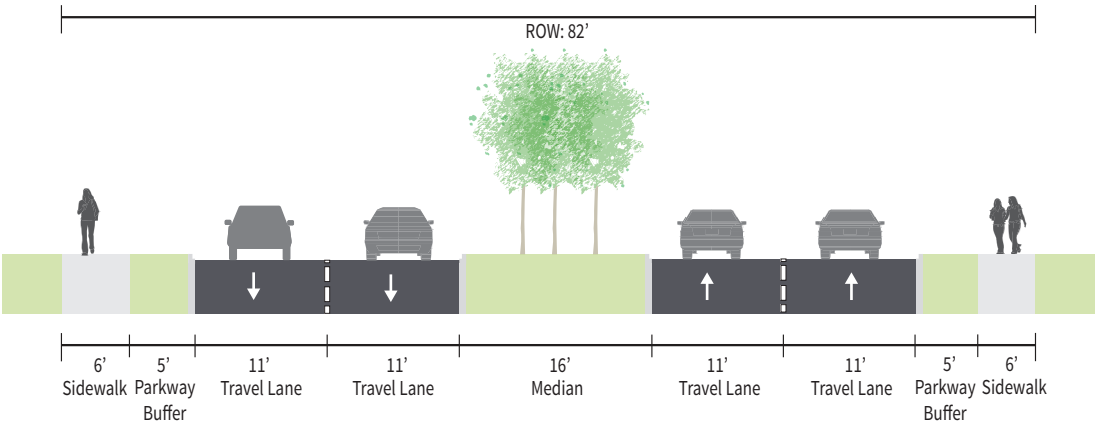
BIKE LANE



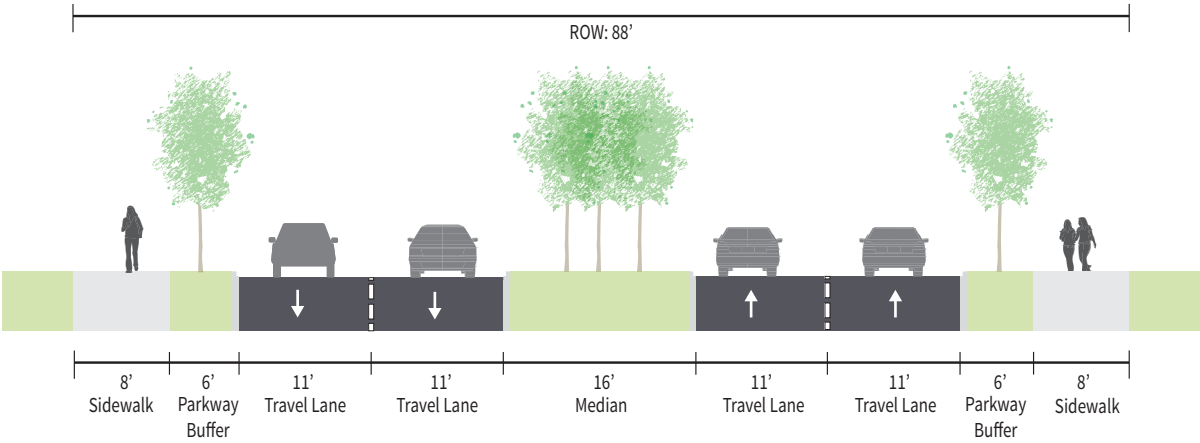
URBAN PEDESTRIAN



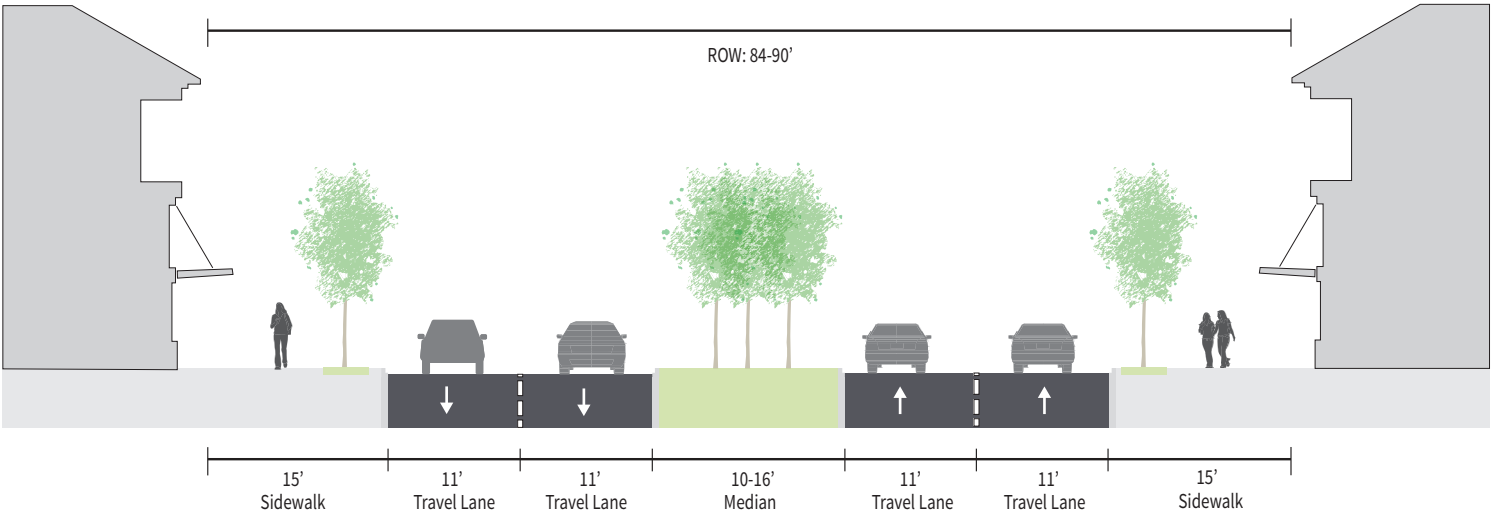
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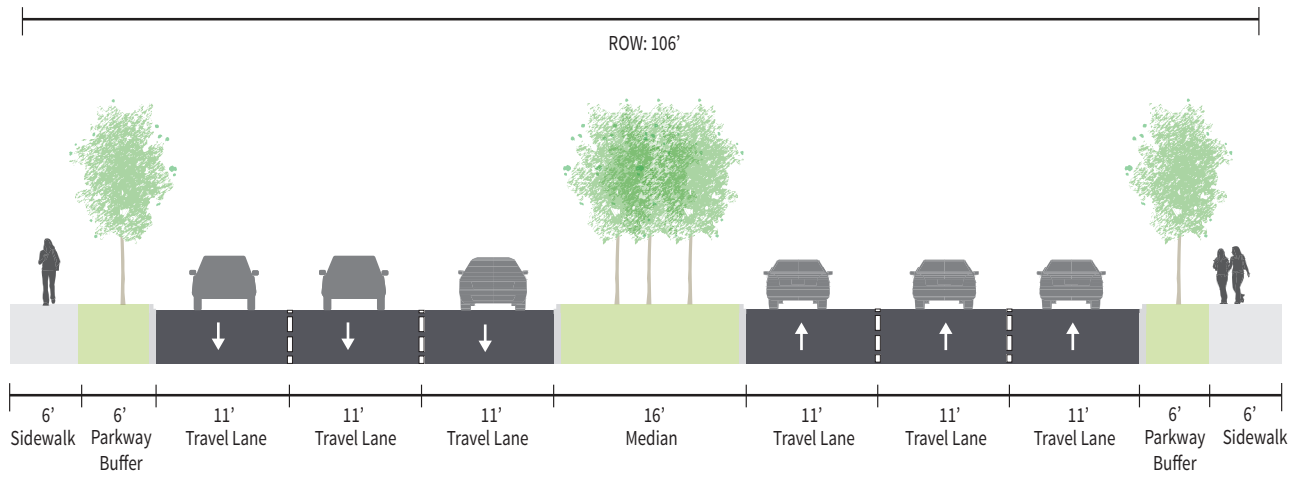
ENHANCED PEDESTRIAN



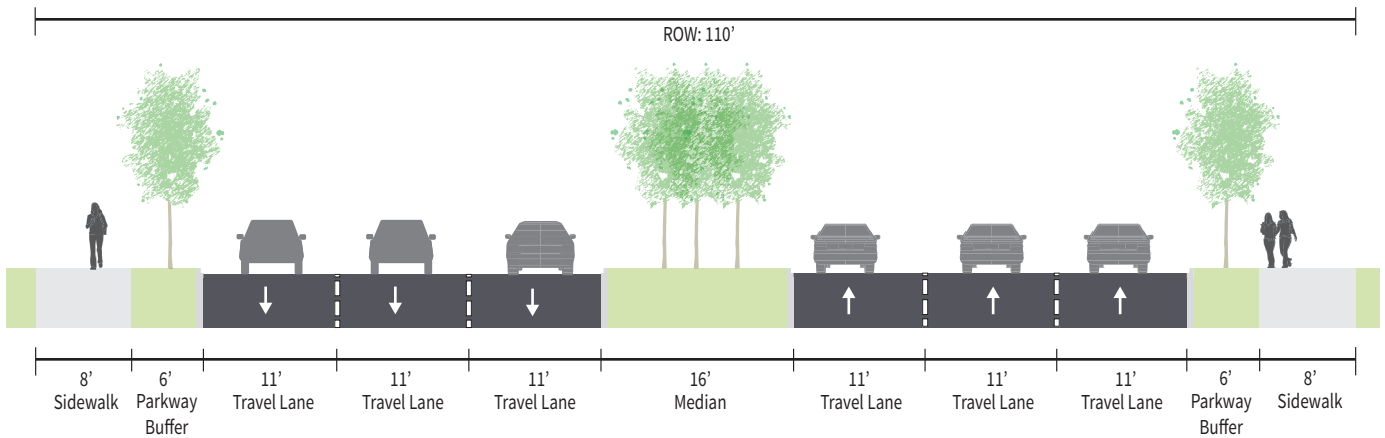
URBAN PEDESTRIAN



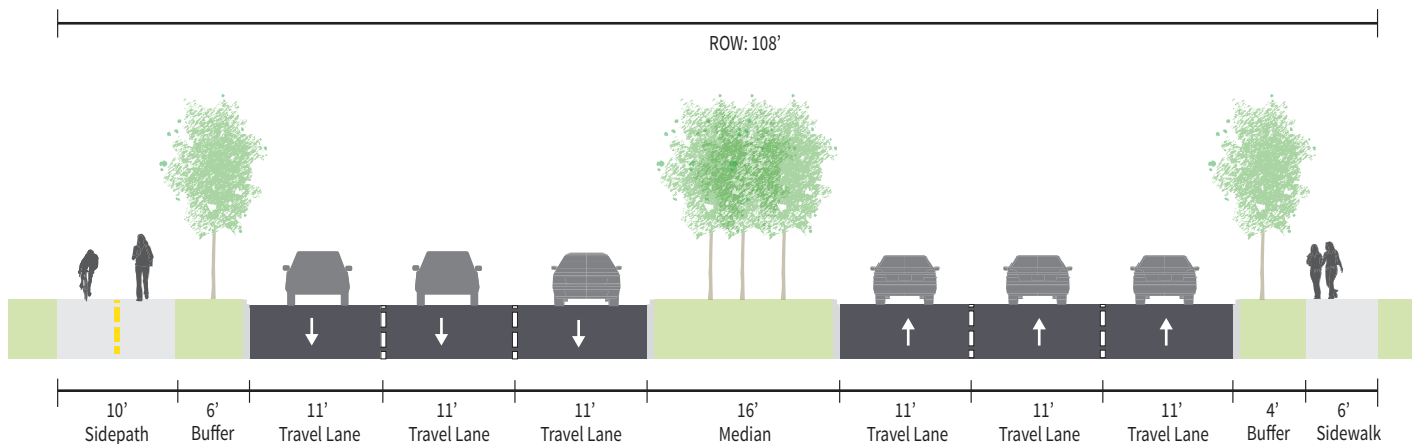
TYPICAL



ENHANCED PEDESTRIAN



SIDEPATH TRAIL



MULTI-MODAL CONNECTIVITY

Planning for a street involves a balance between modal priorities for the particular roadway and the desired street design elements. The connectivity plans provide guidance for situations where additional travel modes and design elements may need to be prioritized so that the appropriate alternative cross section and right-of-way width can be determined for a street reconstruction project. The connectivity maps in this plan indicate how and where pedestrian, bicycle, and transit can be better integrated with the roadway network to create more trip choices.

Active Transportation

Addison's most recent 2012 Conceptual Trails Master Plan, which identifies possible trails, pedestrian corridors, and bikeways, was reviewed as part of this Master Transportation Plan update. Using input from community members on their transportation priorities, an Active Transportation Connectivity plan was developed to reflect the desire for safe, comfortable, and well-connected pedestrian pathways and potential locations for future on-street and off-street bikeways.

Three facility types have been identified on this plan:

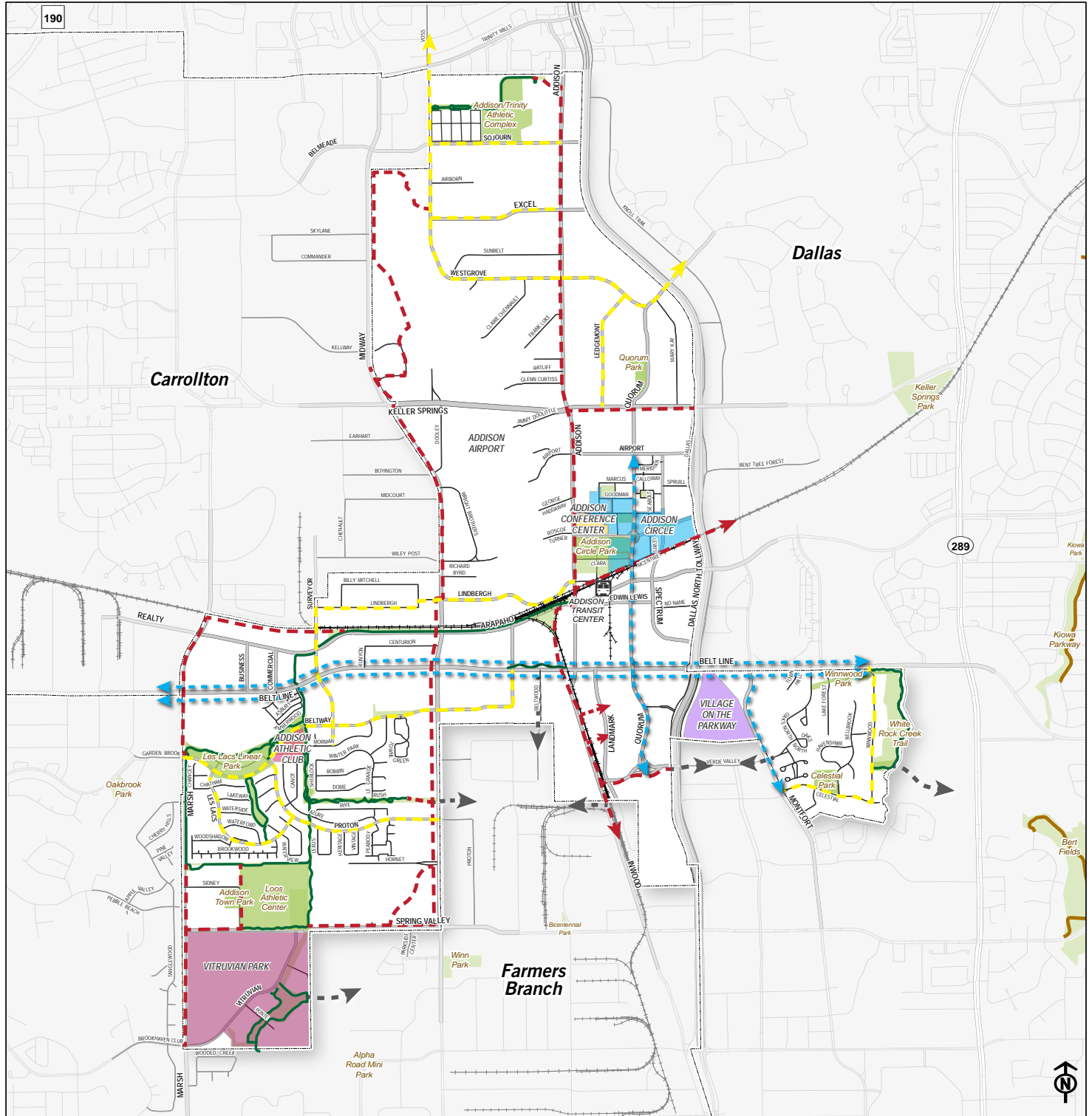
- **Off-Street Trail** - Shared-use paths separated from the roadway, where possible, that provide recreation and transportation opportunities for a variety of user groups, including pedestrians and bicyclists.
- **Enhanced Pedestrian Path** - Corridors designed to encourage pedestrian use with wider sidewalks, enhanced streetscaping, parkway buffers from moving traffic, and improved access to adjacent businesses.
- **Active Transportation Corridor** - Streets, suited to pedestrian and on-street bicycling activity due to their lower traffic volumes and speeds, that can be enhanced with a variety of design treatments to create a comfortable active transportation environment.

Potential off-street trail or active transportation corridor connections with neighboring cities have also been identified on the plan map as “**Preferred Future Connectivity**”. The Town of Addison should work with adjacent communities, especially Farmers Branch and Dallas, to create a continuous and interconnected active transportation network.

Active Transportation Connectivity

ADDISON

Addison Master Transportation Plan



LEGEND

Existing Connections

— Off-Street Trail

Potential New Connections

- - - Off-Street Trail

- - - Enhanced Pedestrian Path

- - - Active Transportation Corridor

- - - Preferred Future Connectivity

Parks

Transit Center

Existing Dallas Trails

Transit

DART's most recent plan for frequent and express bus service in the Addison area was used to identify the priority routes on the Transit Connectivity map. These routes are intended to provide bus service with weekday peak wait times (headways) of 15 minutes or less, and may be appropriate locations for enhanced shelters, seating, improved pedestrian connections, or other design features that support transit use.

Future transit service enhancements are also identified on the map. These enhancements reflect potential transit connectivity improvements between Addison and the surrounding region, including better bus connectivity to Vitruvian and rail service along the Cotton Belt corridor.



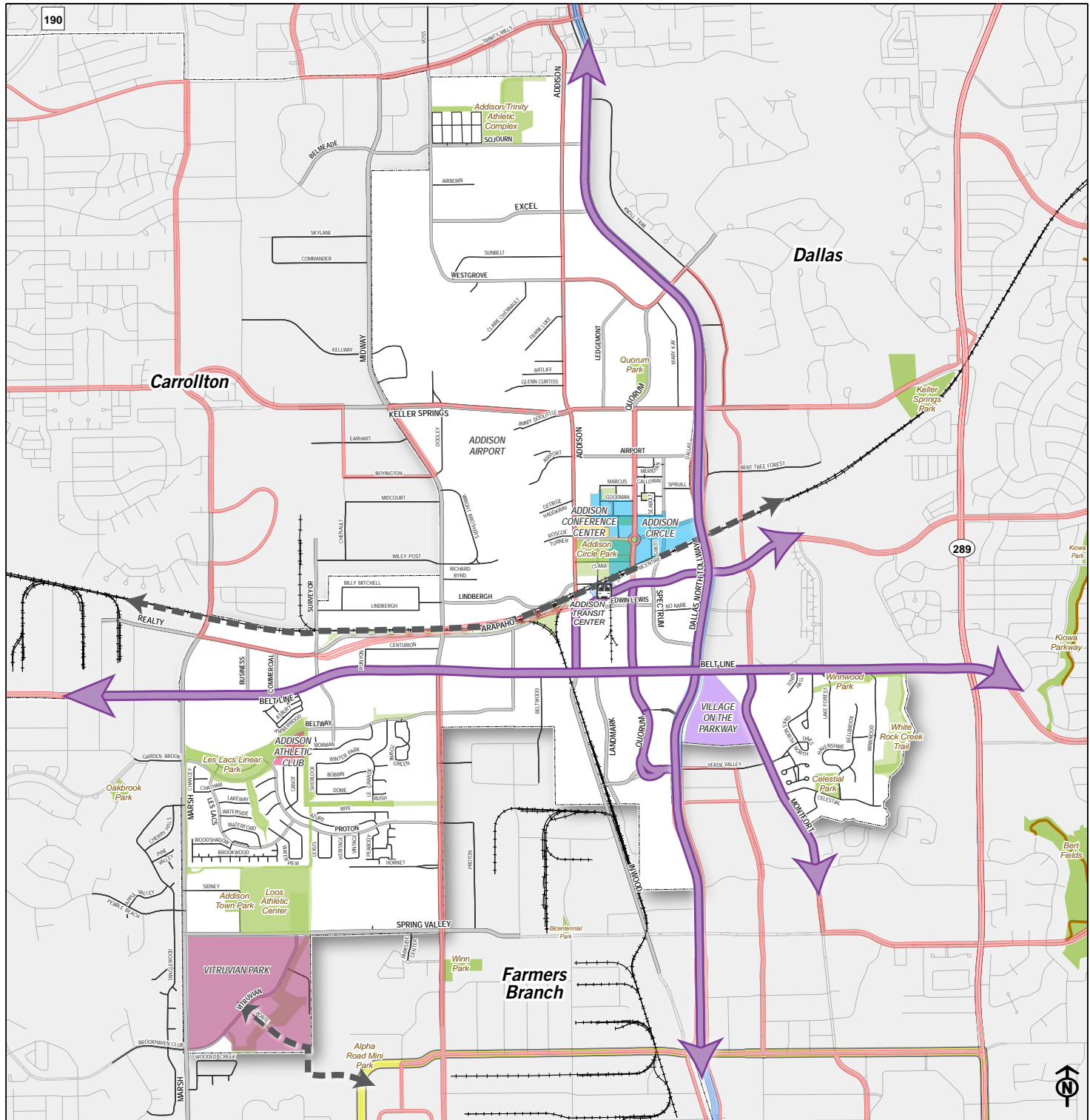
Addison Transit Center

Transit Connectivity

Addison Master Transportation Plan

ADDISON

SM



LEGEND

Priority Addison Transit Corridors

- Frequent/Express Service
- Preferred Future Service Improvements

Existing DART Bus Routes

- Local & Feeder Routes
- Express Routes
- Rapid Ride Shuttle

Parks

- Parks
- Transit Center

CORRIDOR CASE STUDIES

In order to demonstrate the process and potential for creating unique, flexible street designs, five different corridors were selected to represent a variety of transportation issues, street design challenges, and development contexts throughout Addison. The corridor concepts offer examples of how the various transportation themes and goals discussed in the MTP could be implemented on specific streets. While these corridor concepts can be seen as recommendations for mobility improvements along these specific thoroughfare segments, they are also intended to provide guidance for developing design solutions for street projects in other locations.

A summary of the Corridor Case Study locations and primary challenges are provided below:

Addison Road

- Street Type: Commercial/Commuter Minor Arterial
- Primary Challenge: Determining reconstruction options within limited right-of-way

Quorum Drive

- Street Type: Commercial/Mixed-Use Minor Arterial
- Primary Challenge: Improving walkability and creating a design transition between Addison Circle and Belt Line Road

Montfort Road

- Street Type: Commercial/Commuter Minor Arterial
- Primary Challenge: Improving sidewalk connectivity and addressing access issues along a primary retail activity center

Le Grande Drive

- Street Type: Residential Collector
- Primary Challenge: Constructing sidewalks in a developed residential neighborhood

Belt Line Road

- Street Type: Commercial/Commuter Principal Arterial
- Primary Challenge: Providing connectivity improvements along one of the Town's most highly-traveled and economically active corridors

The process for developing these design alternatives included reviewing existing street conditions and major challenges, prioritizing mobility and design goals, and developing a preferred corridor cross section that accomplishes as many of the goals as possible. Goals for each corridor were determined through an exercise with the Advisory Committee where they were asked to select and rank their top six priorities for future transportation improvements out of a set of nine possible priorities: **vehicles, transit, pedestrians, bicycles, parking, economic vitality, aesthetics/sense of place, environment, and safety.**

Detailed Corridor Case Study exhibits and recommendations are provided on the following pages.

Addison Road Corridor Concept



Concept Limits: Addison Circle to Arapaho Road



**Corridor Improvement Priorities
(from Advisory Committee)**

1. Aesthetics	3. Economic Vitality
2. Vehicles	Transit
Pedestrians	Bicycles

Small areas of enhanced streetscaping and seating to add visual interest along the corridor for pedestrians and provide additional comfort from moving traffic and the elements

Connect sidewalk improvements to existing Addison Circle Park pathways

Enhance landscaping adjacent to the Addison Airport where possible

Widen the roadway from a 4-lane undivided to a 4-lane divided roadway with a raised median to separate opposing directions of travel and provide designated locations for turning movements*
**The median width may vary from 10-16 feet depending on available right-of-way*

Eliminate gaps in sidewalk connectivity by providing continuous pathways along both sides of Addison Road

In constrained areas, a narrow raised median or painted hatched median may be used

Provide enhanced landscaping and street trees along existing parking areas

Potential regional bicycle/pedestrian trail connection along the Cotton Belt rail corridor

Planned Cotton Belt DART commuter rail service

LEGEND

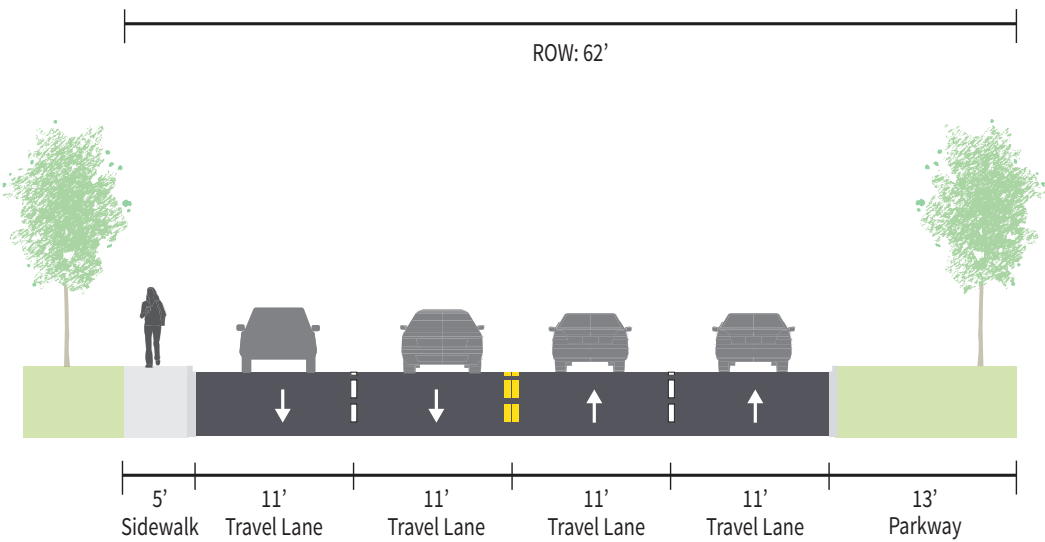
Existing Tree

Proposed Street Tree

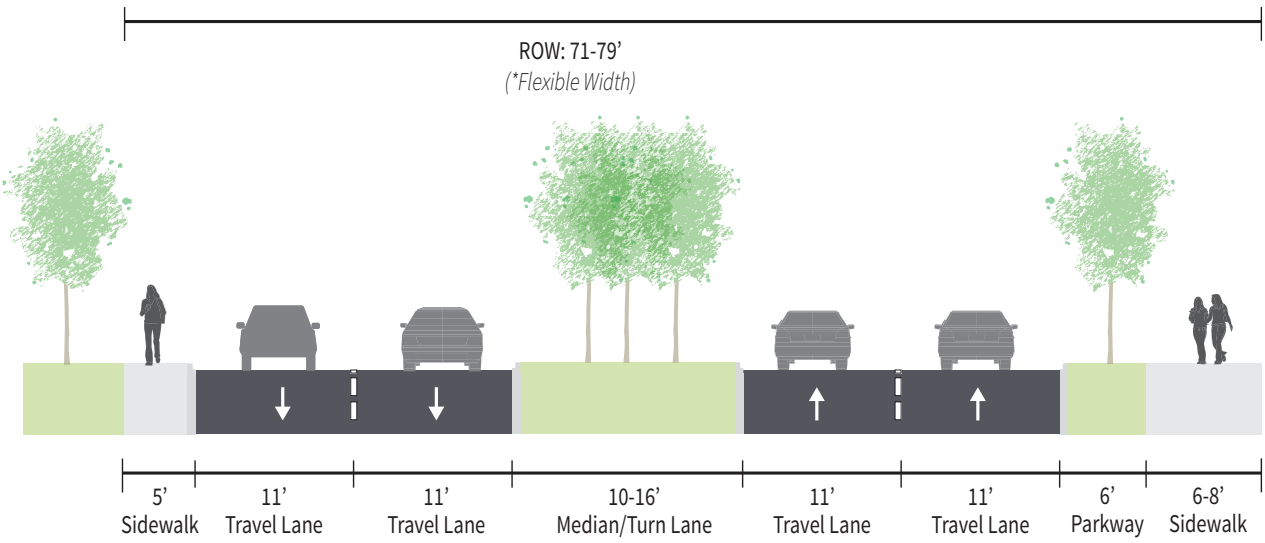
Proposed Ornamental Tree

Cross Section Summary

EXISTING



ALTERNATIVE



*Flexible width right-of-way and median width to accommodate potential ROW constraints.

Quorum Drive Corridor Concept



Concept Limits: Arapaho Road to Belt Line Road



Corridor Improvement Priorities (from Advisory Committee)

- | | |
|-------------------|-------------|
| 1. Aesthetics | 3. Vehicles |
| 2. Pedestrians | Safety |
| Economic Vitality | Environment |

Add enhanced landscaping or street trees where possible to screen existing parking structure

Small areas of enhanced streetscaping and seating to add visual interest along the corridor for pedestrians

Provide a continuous wide pedestrian pathway with a tree-lined buffer from moving traffic

Maintain existing travelway and median width

Potential future pedestrian pathway connecting Quorum Drive and Spectrum Drive

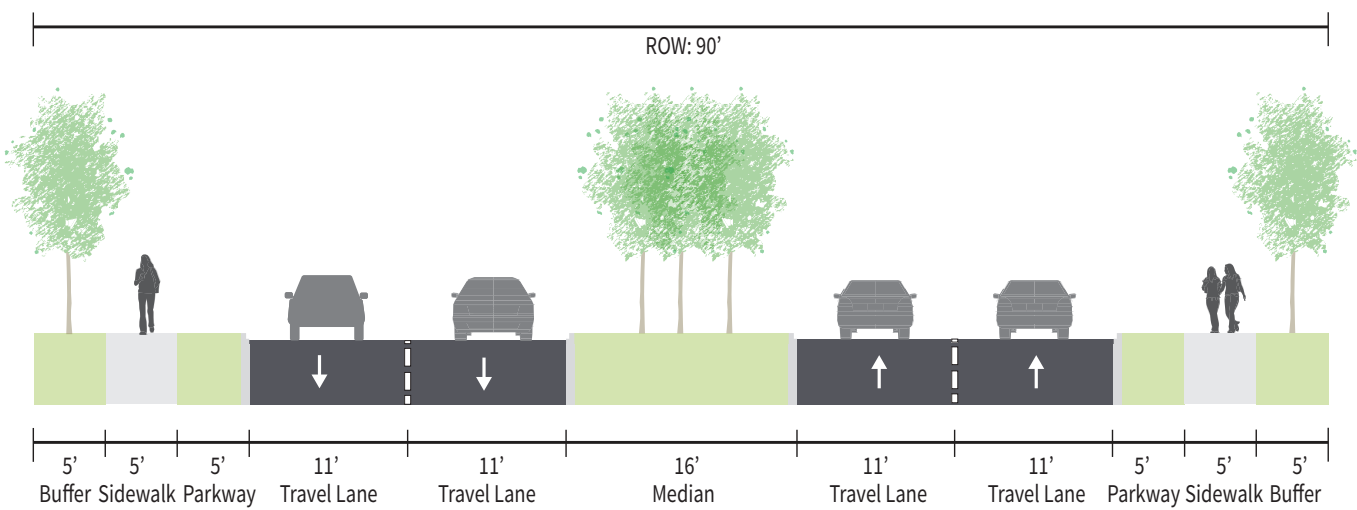
Utilize median to create a high visibility midblock pedestrian crossing across Quorum

Streetscaping concept proposed as a blend of plantings, trees, and hardscape elements to create a visual transition between the urban development of Addison Circle and the tree-lined section of Quorum south of Belt Line

- LEGEND
- Existing Tree
 - Proposed Street Tree
 - Proposed Ornamental Tree

Cross Section Summary

EXISTING



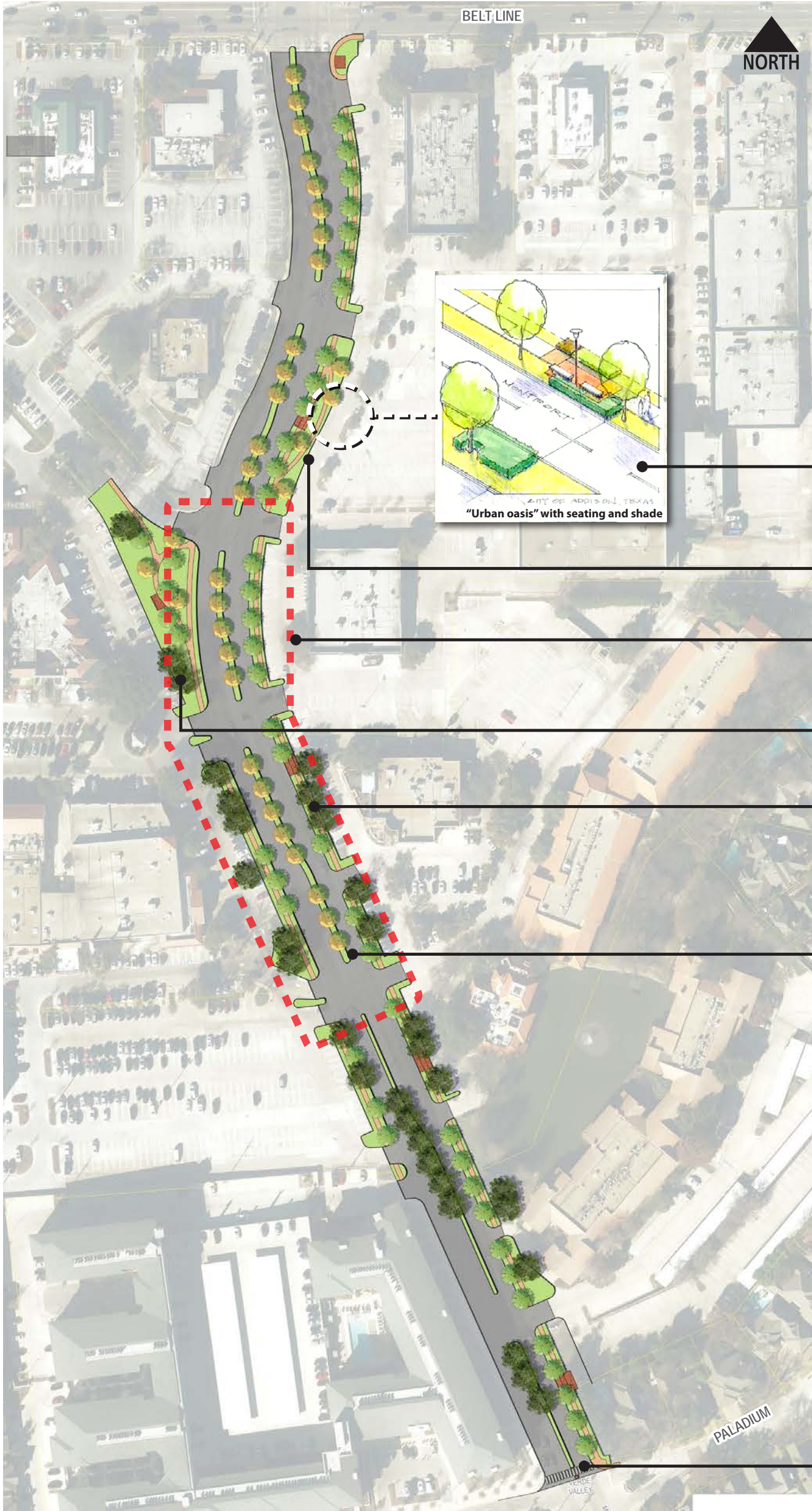
ALTERNATIVE



Montfort Drive Corridor Concept



Concept Limits: Belt Line Road to Verde Valley Lane



- Corridor Improvement Priorities
(from Advisory Committee)**
1. Vehicles

2. Pedestrians

Economic Vitality
3. Aesthetics

Bicycles

Transit

Small areas of enhanced streetscaping and seating to add visual interest along the corridor for pedestrians

Repurpose underutilized parking areas for small linear parks, increased landscaping, or additional sidewalk pathway improvements

Additional traffic signal and pedestrian crossings, if warranted and feasible
(location likely within outlined area)

Pedestrian access into the retail areas can be improved with sidewalk connections through the existing landscape island

Create a continuous sidewalk pathway along the east side of Montfort. Additional ROW may be needed for landscape and sidewalk improvements.

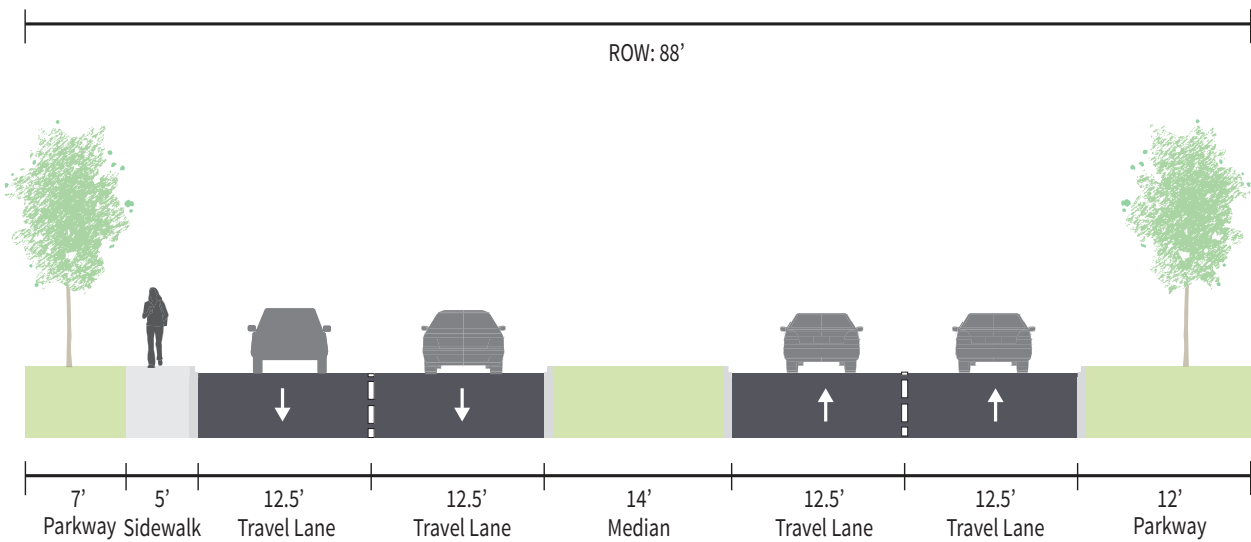
Narrowing the travel lanes can allow for a wider median with areas for street trees

Increase pedestrian crossing visibility at the Montfort/Paladium intersection

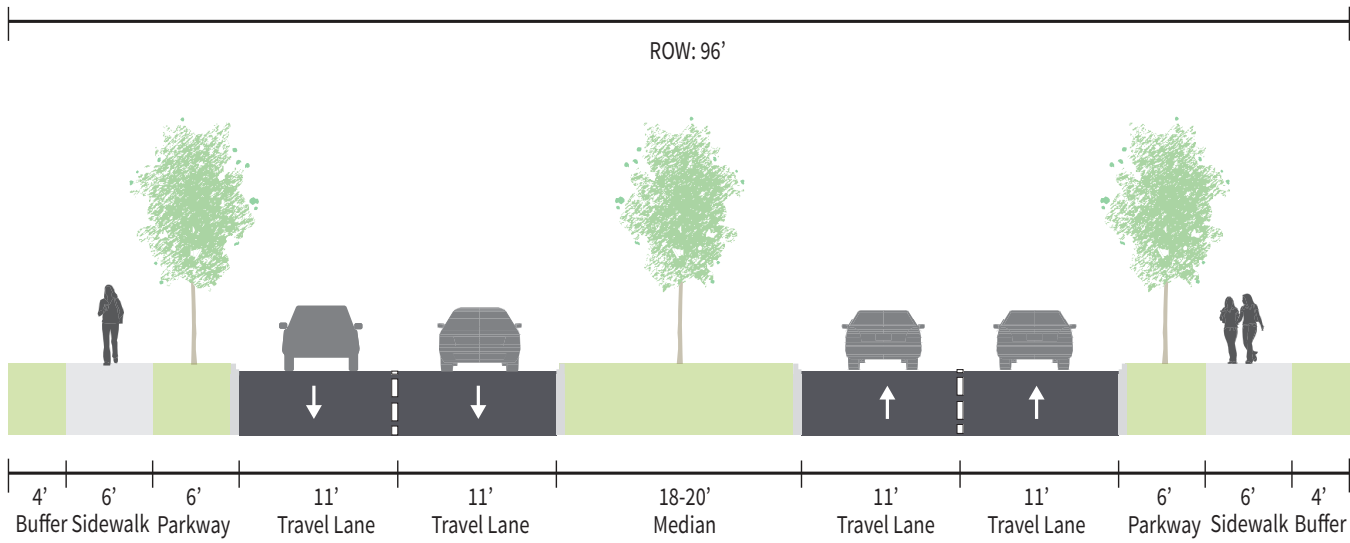
- LEGEND
- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

Cross Section Summary

EXISTING



ALTERNATIVE





- Corridor Improvement Priorities
(from Advisory Committee)**
- | | |
|----------------|-------------|
| 1. Pedestrians | 3. Bicycles |
| 2. Safety | Environment |
| Aesthetics | Parking |

Connect new sidewalk to the existing sidewalks along Beltway and create a high visibility pedestrian crossing across Beltway. Curb extensions may be used to reduce the crossing distance across Beltway.

Reduced travelway from 36' to 26' allows for the addition of sidewalks to both sides of Le Grande within the existing right-of-way

Reduced travelway width accommodates on-street parking and may encourage slower travel speeds

Potential opportunities for some areas of new landscaping

Sidewalk placement outside the existing curb line reduces the impact to existing neighborhood landscaping

Note: The impact on mailboxes and ADA accessibility will need to be studied should the project be investigated further

- LEGEND**
- Existing Tree
 - Proposed Street Tree
 - Proposed Ornamental Tree

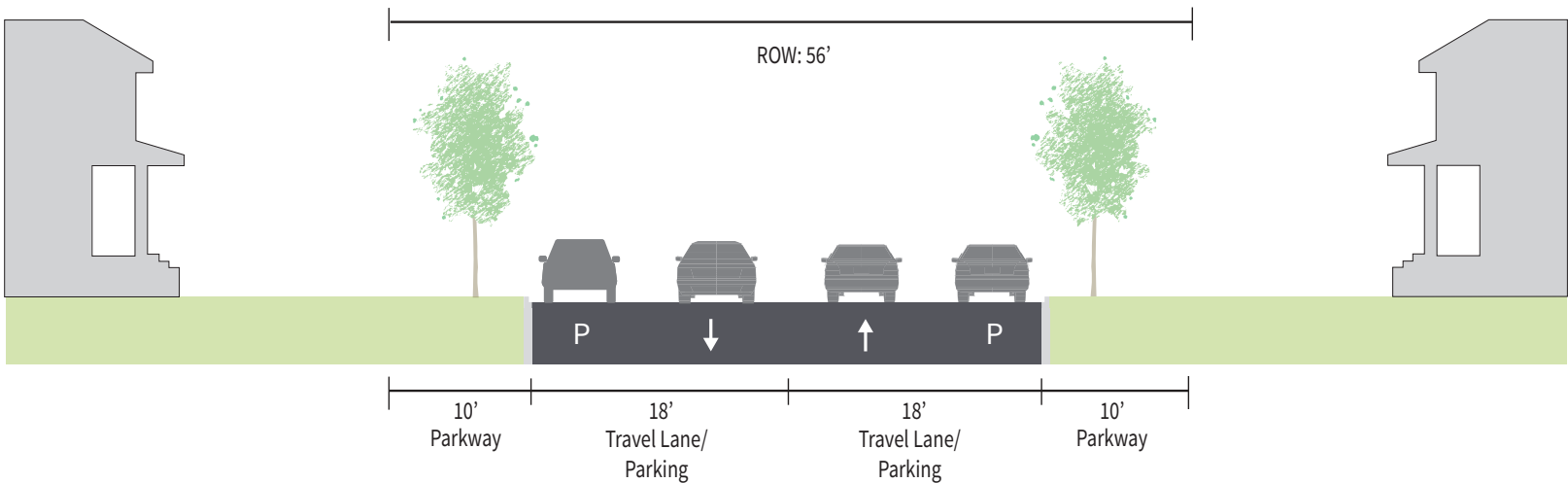
Le Grande Drive Corridor Concept



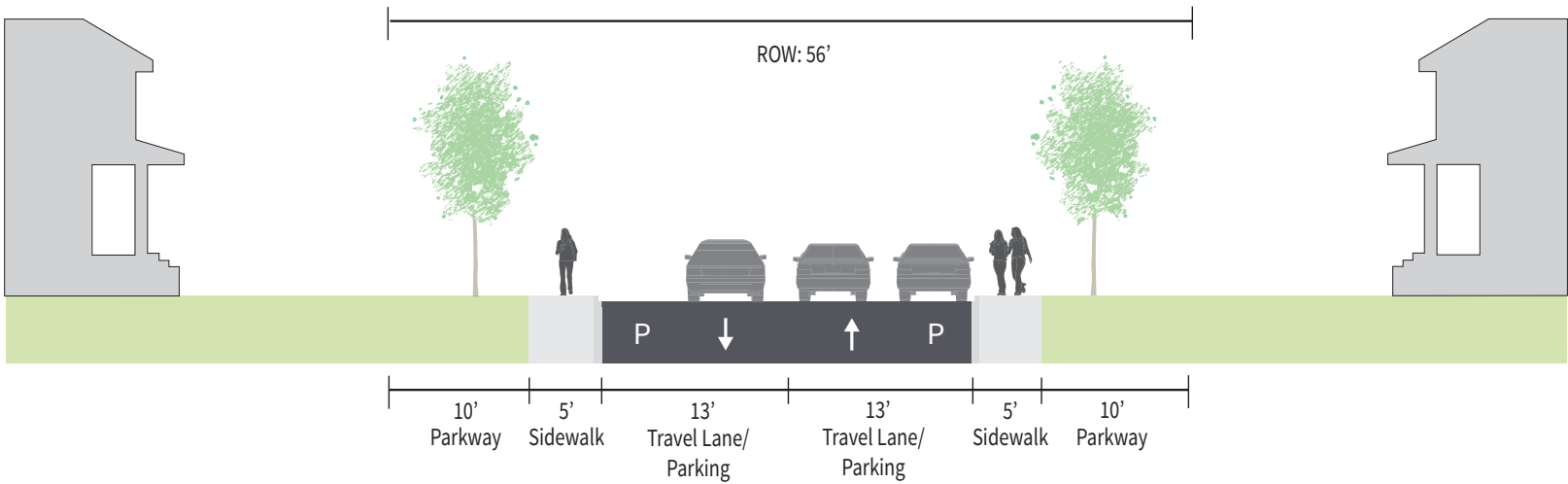
Concept Limits: Beltway Drive to Winter Park Lane

Cross Section Summary

EXISTING



ALTERNATIVE



Belt Line Road Corridor Concept



Concept Limits: Midway Road to Beltway Drive



**Corridor Improvement Priorities
(from Advisory Committee)**

1. Vehicles

2. Aesthetics

3. Pedestrians

Economic Vitality

Safety

Dedicated right-turn lane to increase intersection capacity at the Belt Line/Midway intersection

Enhanced 20-foot parkway with a continuous 8-foot sidewalk on both sides of Belt Line

Double row of trees may be possible in some wider parkway sections

Cross access drive between adjacent developments allows vehicles to easily circulate between businesses without re-entering Belt Line

Potential enhanced pedestrian crossing to improve connectivity between the north and south sides of Belt Line

LEGEND

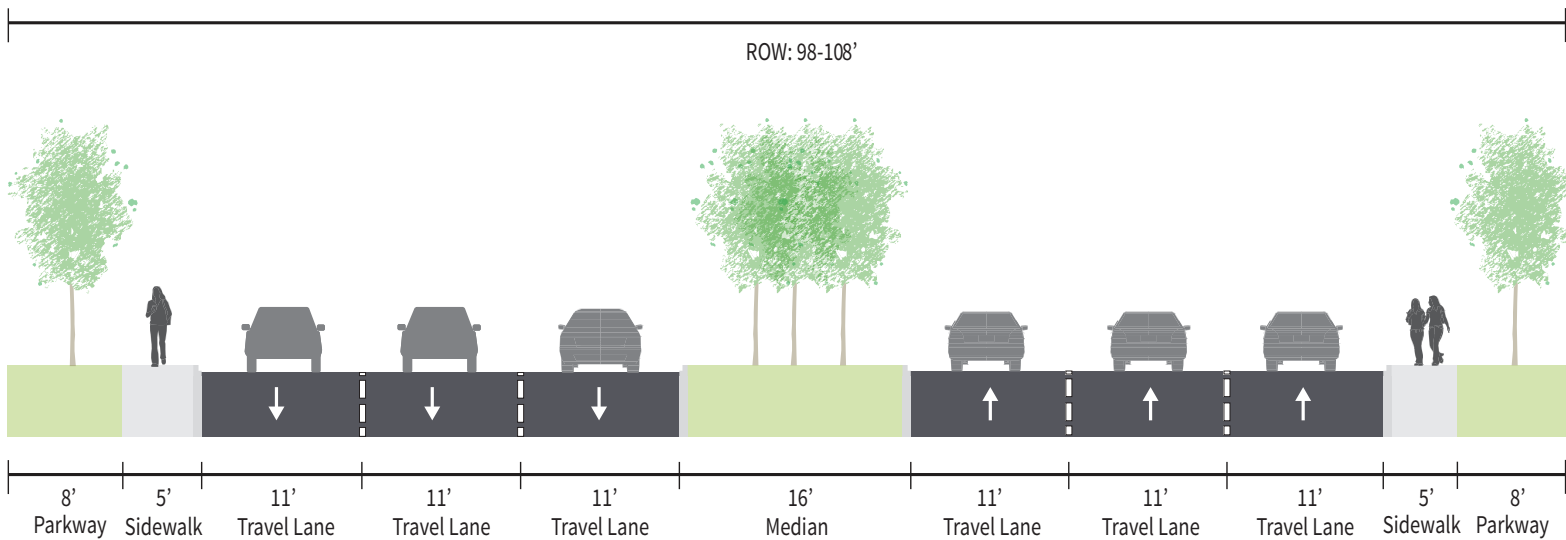
Existing Tree

Proposed Street Tree

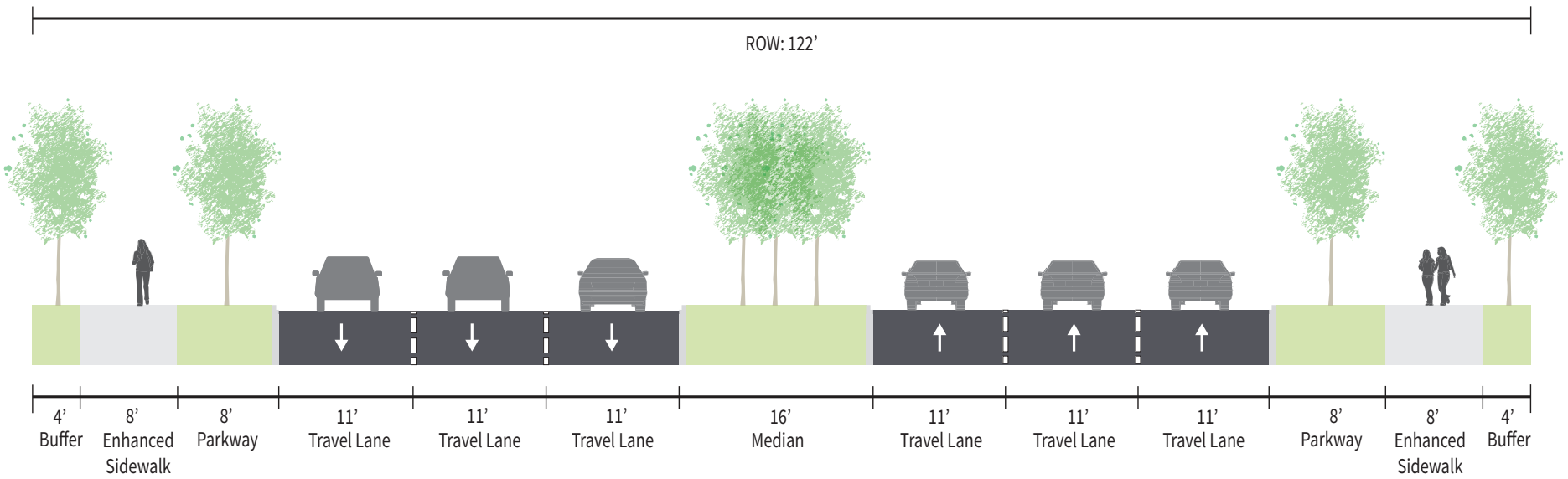
Proposed Ornamental Tree

Cross Section Summary

EXISTING



ALTERNATIVE



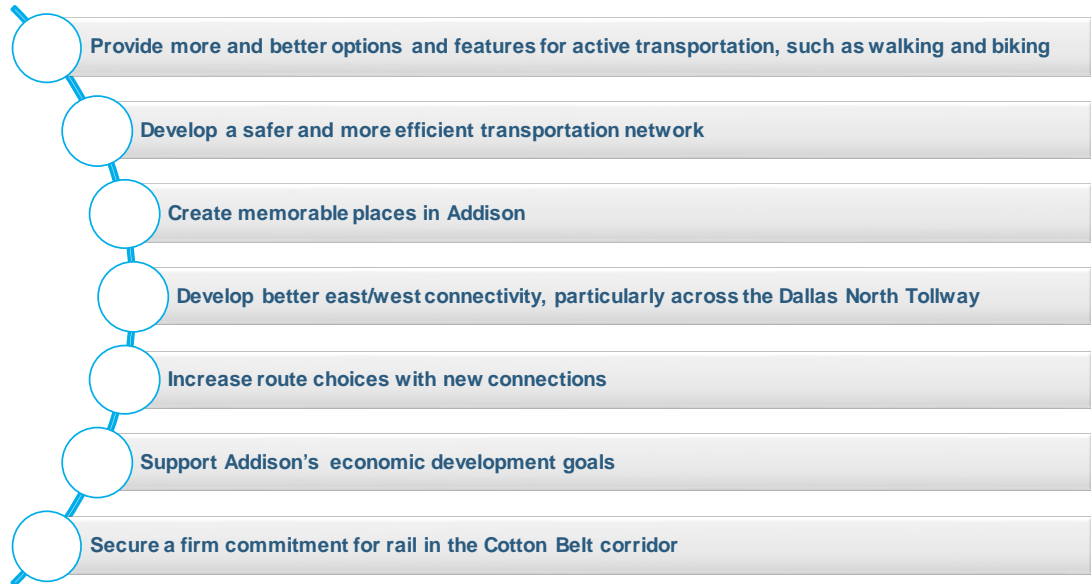


Quorum Drive

RECOMMENDATIONS

OVERALL TRANSPORTATION PRIORITIES

The new plan is structured around the transportation priorities identified by the community during the planning process. In summary, those were to:



Alternative modes of transportation are means of commuting or traveling other than driving alone in a car. Options include walking, biking, and taking transit. While passenger cars and trucks will continue to be an important part of the transportation system in the future, nearly any trip that is shifted to a different mode has the potential to lower congestion, reduce air pollution, make the street safer, preserve open space, reduce noise, and even promote better health if the person traveling chooses to walk or bike.



Particularly noteworthy in this process has been the emergence of a strong desire for better pedestrian and cycling improvements and better transit service, especially rail. By addressing these goals and the community's wishes for quality aesthetics, better connectivity, and more route choices, Addison will continue to attract the residents, businesses, workers, and visitors that will help keep the Town economically viable in the years to come.

RECOMMENDATIONS

The 1998 Thoroughfare Plan

As part of this update, the actions recommended in the 1998 plan were reviewed. Changes in traffic conditions since that time, and changes projected through the year 2040, were also studied. Several of the most important recommendations from the earlier plan have been completed, in whole or in part—Arapaho Road has been extended, the Keller Springs Toll Tunnel is in place, the Landmark Place connection to Inwood Road has been constructed, and Spectrum Drive has been improved north of Arapaho Road. Other improvements recommended in the 1998 plan are being carried forward because they have not been completed and are still important to the overall system.

In many cases, where the improvements have not been fully implemented, progress has been made, but the lack of the necessary right-of-way has proven to be an obstacle. In other situations, traffic conditions have stabilized or changed over the years, and concern over future roadway capacity is not as intense as it once was. The opening of the President George Bush Turnpike and the recent improvements to LBJ Freeway have taken some of the pressure off of local east/west arterials, for example.

2016 Master Transportation Plan Recommendations

The recommendations below address these new community priorities as well as improvements that will respond to the needs of drivers. These recommendations are divided into six categories:

Street Modifications

Changes to existing streets

New Street Segments

New roadway connections

Transit Projects

DART rail service and a possible shuttle/circulator system

Pedestrian and Cycling Enhancements

Features to encourage walking and biking

Major Connectivity Project

A new pedestrian/bike connection across Dallas North Tollway

Other

Minor maintenance and repair projects

The tables on the following pages includes a list of improvements, their general location, a brief description of current conditions, and the recommended action items.

Street Modifications			
Improvement	Project Limits	Existing Condition	Recommended Action
Addison/Inwood Road*	North Town Limit to South Town Limit	4U and 4D	Widen to 4D in the remaining locations as right-of-way becomes available
Arapaho Road*	Quorum to Dallas North Tollway	Mostly 6D	Widen to 6D in the remaining locations as right-of-way becomes available
Quorum Drive*	Westgrove to Dallas North Tollway	Quorum 4D Westgrove 2U	Reconfigure the intersection when the adjacent property develops so that Quorum is the through movement at Westgrove
D = Divided		U= Undivided	

*Carried forward from the 1998 Transportation Plan

Addison/Inwood Road: Addison/Inwood Road stretches from the north to the south town limits. North of Belt Line, the street is called Addison Road; south of Belt Line, it becomes Inwood. In almost all areas, the roadway is a 4-lane undivided street. Because Addison Road improvements may be included in a future bond program, the consultant team was asked to develop a new street section for community comment (the Addison Road Corridor Case Study). The section that was developed for a portion of the road north of Arapaho Road included a new 10-16 foot median (width could vary based on surrounding conditions) and an enhanced streetscape. A roadway of this type would address the highest priorities for Addison Road based on the Advisory Group's input (aesthetics/sense of place with consideration for vehicles and pedestrians).

Arapaho Road: Arapaho Road within Addison is a 4-lane divided street except in the Midway/Marsh vicinity. In the few areas where the street is not divided, if right-of-way becomes available, a median could be constructed where one does not currently exist.

Quorum Drive: A reconfiguration of the Quorum/Westgrove intersection is planned when the adjacent property develops. The new design would create a T-intersection giving Quorum, a four-lane divided street, the predominant through movement.

New Street Segments

Improvement	Project Limits	Existing Condition	Recommended Action
Gillis Road/Beltway Drive*	Arapaho Road to South Town Limit	2U where in place as Beltway; no road to the north and south	Extend Gillis as a 3U or 4U Collector to connect to Gillis Road/Maxim Drive if extended in Farmers Branch; Extend Beltway as a 3U or 4U between Belt Line and Arapaho
Landmark Boulevard*	Current terminus east of Inwood Drive to Dallas North Tollway	No road	Extend to Dallas North Tollway as a 4D
Beltwood Parkway	Current terminus of North Beltwood Parkway to Inwood Road	No road	Extend North Beltwood Parkway from East Beltwood Parkway to Inwood Road as a 4U street
Beltway Drive	Current terminus to Inwood Road	No road	Extend Beltway east to Inwood Road as a Commercial Collector
Artist Way Connection	Addison Road to Artist Way	No road	Develop a new connection between Addison Road and Artist Way with the development of the adjacent property
Alpha Road/Bella Lane	Near Vitruvian and Brookhaven College	No road	Develop a new street segment to connect Alpha Road with Bella Lane in the Vitruvian area

D = Divided

U = Undivided

*Carried forward from the 1998 Transportation Plan

Gillis Road/Beltway Drive: There is a desire on the Town's part to extend the north/south segment of Beltway south to connect to Gillis Road/Maxim Drive in Farmers Branch and to extend Beltway from Belt Line north to Arapaho. The Gillis Road construction would most likely require the demolition of all or portions of several buildings and parking lots, but it would open up a new north/south connection from Beltway to Spring Valley Road. This street also has the potential to provide more active transportation opportunities between the two cities.

The extension of Beltway to the north would most likely occur along with development of the property at the northeast corner of the intersection and would provide a new connection to Arapaho Road between Addison Road and Midway.

Landmark Boulevard: Landmark Boulevard currently terminates east of Inwood Road, where it takes a 90 degree turn to the north and transitions into a private driveway. Extending Landmark Boulevard to the east would provide an additional connection to Dallas North Tollway between Landmark Place/Quorum Drive and Spring Valley Road.

Beltwood Parkway: North Beltwood Parkway currently terminates at East Beltwood Parkway. Extending North Beltwood to Inwood Road would provide a new east/west connection between Midway and Inwood Road south of Beltway, and if the Gillis Road/Maxim Drive connection is made, would create an internal grid system to help distribute traffic in the surrounding area.

Beltway Drive: Extending Beltway Drive eastward to Inwood Road would provide another east/west reliever to help disperse traffic in the area south of Belt Line Road and further reinforce the internal grid system described above under the Beltwood Parkway recommendation.

Artist Way Connection: There is a desire for a new street between Addison Road and Artist Way to provide another connection to the Addison Circle area from the west. This street would likely be constructed as part of the redevelopment of some of the property on Addison Road.

Transit Projects

Improvement	Project Limits	Existing Condition	Recommended Action
DART Cotton Belt Rail	Extends east to west through Addison along the Cotton Belt rail right-of-way	Right-of-way and Transit Center in place	Continue to advocate for the timely construction of rail to connect Addison with points east and west
Addison Shuttle/Circulator System	In the area(s) generating the most demand (along Belt Line Road, in Addison Circle, and near major employers)	No system	Explore the possibility of a partnership between DART, the Town, area hotels and restaurants, and major employers to develop a local shuttle/circulator system
DART Service to Vitruvian	See New Street Segments, Alpha Road/Bella Lane above	No service	Explore the possibility of a pilot project to provide DART bus service to the Vitruvian area via the proposed Alpha Road/Bella Lane connection
Bus Stop Improvements	Various locations	Some shelters and improvements in place	Upgrades to shelters and other pedestrian amenities

Cotton Belt Rail Service: The Town of Addison continues to be a staunch supporter of DART rail in the Cotton Belt corridor. The proposed alignment would connect Addison to Downtown Plano, Richardson, North Dallas, and DFW Airport. Town officials should continue to advocate for the construction of rail in the shortest time frame possible to address the community's desire for connections to DFW Airport and entertainment and recreation destinations served by the DART line.

Addison Shuttle/Circulator System: During the community meetings, some of those attending suggested that the Town look into establishing a local shuttle or circulator system to provide frequent service with extended hours (for restaurant and bar patrons) to some of the more popular destinations in Addison. Systems such as these often require the participation of multiple parties and may still be financially infeasible; however, contacts could be made with DART and some of the potential users to discuss the possibility of a pilot project.

DART Service to Vitruvian: The Vitruvian area in Addison is currently not well-served by transit. The growing number of residents and plans for more development in the area will increase the pool of potential bus riders. A test of the demand for bus service to this area should be pursued through a pilot program utilizing a proposed new street that would connect Alpha Road at the Addison/Farmers Branch border near Brookhaven College to Bella Lane, Ponte Avenue and Vitruvian Way.

Bus Stop Improvements: Better accommodations for transit users can help attract new riders and retain existing ones, improving DART's performance measures and decreasing congestion on city streets. A partnership between the Town of Addison and DART could focus on the creation of safe, attractive, and comfortable bus shelters and pedestrian amenities. Modern shelters that better reflect the Addison "brand" could be installed with better lighting, upgraded benches, trash receptacles, and possibly public art installations at key locations.

Pedestrian and Cycling Enhancements

Improvement	Project Limits	Existing Condition	Recommended Action
Pedestrian Enhancements Along Belt Line Road	All sections	Inconsistent pedestrian infrastructure; no mid-block crossings	Rebuild the parkway to include wide sidewalks, street trees, and other pedestrian-friendly amenities
Walkability Improvements on Quorum Drive	Arapaho Road to the southern end of Quorum Drive	Narrow sidewalks; limited lighting	Add pedestrian and landscape enhancements to transition from the Addison Circle environment to the southern end of Quorum Drive
Pedestrian Enhancements on Montfort Road	Belt Line Road to South Town Limit	Inconsistent pedestrian infrastructure; narrow sidewalks located back of curb; no mid-block crossings	Add pedestrian enhancements along the street; potential installation of a new traffic signal with pedestrian crossing at one of the drives at Village on the Parkway
On-street Bicycling Pilot Project	One or more of the Active Transportation Corridors	No marked on-street bike lanes	Develop a concept and implement a pilot program of cycling oriented improvements in one or more of the Active Transportation corridors
Trail Markers and Wayfinding Improvements	Various locations throughout the Town	No markers or wayfinding signs	Install markers/signs to direct walkers and cyclists to active transportation corridors and other trails
Le Grande Drive Sidewalks (optional)	Beltway to Winter Park	No sidewalks	Explore the possibility of adding sidewalks and street trees within the existing right-of-way if supported by the residents

Belt Line Road: Belt Line Road improvements compatible with existing plans for this corridor could include parkways of up to 20 feet along both sides of the street, with 8 foot sidewalks and street trees contained therein, creating a pedestrian-friendly walking environment. One or more enhanced pedestrian crossings could be developed to allow safe north/south crossing.

One other concept worth investigating is the development of a system of cross access between the commercial properties on the north side of Belt Line. This system, essentially a major driveway, could be located in front of the buildings or behind them. The goal would be to eliminate the need for drivers to enter onto the public roadway in order to circulate between properties. (See Corridor Case Study)

Quorum Drive: To provide a pleasing transition from Addison Circle to the southern end of the corridor, Quorum Drive could be improved with street trees and other plantings, wide sidewalks, appropriate hardscape elements, and pedestrian plazas, perhaps including public art, at key locations. (See Corridor Case Study)

Montfort Road: To respond to the community's desire for better, safer pedestrian access from neighborhoods east of Montfort Road to the Village on the Parkway, the travel lanes in the roadway could be narrowed slightly to increase the width of the median for landscaping, and pedestrian enhancements such as street trees, continuous sidewalks, a safe crossing haven, and small pedestrian plazas at key locations could be added adjacent to the roadway. The possibility of a new traffic signal at one of the Village driveways should also be studied. A project such as this should include a pedestrian crossing with enhanced paving or markings, and perhaps pedestrian actuation of the signal. (See Corridor Case Study)

On-street Bicycling Pilot Project: Although the desire for bicycling accommodations was not as strong as the desire for pedestrian improvements, about half of the people that took part in the Online Survey indicated they would ride a bicycle often or occasionally if cycling features were in place. To respond to this input, the Town could select one of the Active Transportation Corridors, tailor the cycling improvements to the surrounding land use context, and develop a pilot project. This project would be relatively easy and inexpensive to implement, and if monitored properly, would allow the Town to determine whether there is enough demand in the community for more improvements of this type.

Trail Markers and Wayfinding: At the community meetings, the suggestion was made that the Town install markers along the active transportation corridors to identify the preferred on-street trails, including distances to other trails, parks, and popular destinations. Additional steps could include adding other wayfinding information and even developing a bicycling app. Improvements of this type could be a relatively low-cost first step; however, even for projects of this type, ongoing maintenance costs will be incurred.

Le Grande Drive (optional): There are neighborhoods or portions of neighborhoods in Addison that were constructed without sidewalks. Where these neighborhoods front on a collector roadway, there may be enough room to construct sidewalks within the existing right-of-way. This would require a slight narrowing of the travel lanes and placement of the sidewalks adjacent to the roadway, and the impact of the reconstruction on existing mailboxes and Americans with Disabilities Act (ADA) requirements for accessibility will need to be studied if the projects moves forward. A project of this type should only be considered, however, if there is sufficient support from the affected neighborhood. (See Corridor Case Study)

Major Connectivity Project

Improvement	Project Limits	Existing Condition	Recommended Action
Connection over/under the Dallas North Tollway	Belt Line Road at Dallas North Tollway and/or Quorum/Verde Valley at Dallas North Tollway	Belt Line - 6D Quorum/Valley Verde - 4D	Begin discussions with NTTA and the City of Dallas about a crossing of the Tollway to allow safe walking and biking between east and west Addison

Connectivity at Dallas North Tollway: Throughout the update process and in the feedback opportunities, the community expressed a strong interest in a safe east/west connection across the Tollway for pedestrians and bicyclists. Potential locations are at Belt Line and at Quorum/Verde Valley. One of the difficulties with this concept is that Addison controls very little of the right-of-way that would be required for such a project. The North Texas Tollway Authority and the City of Dallas would need to participate in a project like this; nonetheless, discussions with the other entities should be initiated so that the possibilities, potential design challenges, and preliminary cost estimates can be considered.

Other Improvements

Improvement	Project Limits	Existing Condition	Recommended Action
Intersection Modifications	Various	Varies	Install ADA improvements, right-turn turn lanes, dual left-turn lanes, etc. where missing
Sidewalk Gap/Sidewalk Repair Program	Various	Varies	Develop a program to address missing sidewalk links and repair needs

Intersection Improvements: The need for minor modifications to roadway intersections should be monitored on an ongoing basis. The addition of right-turn lanes and dual left-turn lanes can add significant capacity to an intersection, reducing congestion, delay, and air pollution. These types of projects also provide an opportunity to make ADA improvements where they are needed.

Sidewalk Gap/Repair Program: Participants at the community meetings and in the Advisory Group noted locations along important roadways where sidewalks are missing or in disrepair. Existing conditions should be inventoried so that a program can be developed to address these deficiencies. This is likely to be a multi-year project funded through the sale of bonds. Locations and specific needs should be prioritized and coordinated so that contractor mobilization costs can be minimized.

IMPLEMENTATION

The most challenging aspect of this plan will be the implementation. The community's street network is essentially in place. Few new connections are recommended. The plan focuses largely on enhancements and expansions to existing roadways. These enhancements involve better accommodations for alternative transportation, including aesthetic improvements. These issues are among the highest priorities expressed by Addison residents and businesses during the community engagement phase of the study. In many cases, the enhancements and street expansions that the plan anticipates will require right-of-way or easements from developed properties.

Going forward, opportunities to address transportation needs may arise from projects other than development, including:

- Capital improvements
- Utility-related construction
- Minor maintenance projects

FUNDING

Nearly all of the recommended improvements will be costly, and securing the funds for project design, right-of-way acquisition, and construction will be a challenge. Combining funds from multiple sources can help ease the burden on taxpayers, but the City will undoubtedly still provide a significant share of the costs. Some of the potential funding sources for the recommended action items include:

Bonds

A municipality has the authority to issue bonds to finance the construction of public improvements. Bonds can be an efficient and effective means of financing large public projects such as many of the ones recommended here. If the issuance of the bonds is subject to voter approval, advance planning will be required.

County or Regional Transportation Funds

Though more limited than in the past, funding administered at the county or regional level can be used for transportation projects aimed at improving mobility and air quality, particularly if the projects connect to a larger regional system or satisfy a regional need. Funding is made available for transportation projects through county bond programs; the federal government funds the regional programs from gasoline tax revenues and other sources. Regardless of the source, projects almost always compete with proposals from other cities for approval. Applications are accepted on a periodic basis, and funding may be distributed over a multi-year time period. Cities are usually responsible for a portion of the cost of each project (referred to as the “local match”) as a condition of receiving the remainder.

The good news is that the definition of “transportation” is broad enough to cover not only applications for street projects, but also features for alternative modes of transportation (sidewalks and trails for walking and biking) and for intersection improvements, which can reduce vehicle delay and improve air quality.

Grants from Outside Agencies

Periodically, outside agencies and organizations provide opportunities for grants and other funding to help promote projects consistent with their goals. Transportation and sustainability have been the subjects of a number of grant programs in the past, but there are other objectives as well.

The National Endowment for the Arts (NEA), for example, has an Our Town grant program that focuses on incorporating art into community placemaking. If the Town is interested in public art as part of a street or pedestrian enhancement project, this could be an opportunity.

As with other types of outside funding, the city or organization seeking a grant is often required to provide in-kind services or some percentage of the total funding for a project that is approved. The important thing is to be creative, proactive and persistent when looking for grant funds.

Development Projects

When development or redevelopment occurs on private property, there is a requirement to dedicate right-of-way, if required by the Master Transportation Plan, as part of the approval process. The responsibility for construction of the improvements may lie with the developer, the city, or it may be shared between the two. The 2016 plan acknowledges the state of development in Addison by building in a degree of flexibility as to the right-of-way requirement to address existing conditions. The goal is to continue to encourage new development and to achieve the intent of the cross section as much as possible, even where conditions are not ideal.

Private Funds or In-Kind Donations of Land

In special cases, property owners, business entities or even private citizens may decide to make donations towards significant public improvements, particularly landmark or iconic projects. In other instances, a property owner may choose to dedicate right-of-way, easements and/or make improvements to existing facilities whether or not there is a development or redevelopment project, particularly if the Town is planning a construction project adjacent to the property in question.

AMENDMENTS AND UPDATES TO THE PLAN

The Master Transportation Plan delineates thoroughfare alignments, sets the minimum standards for roadway design, and provides guidance for design flexibility to accommodate multi-modal connections and respond to varying land use contexts and physical constraints. Future transportation improvements completed during capital projects, utility-related construction, minor maintenance projects, and private development projects will not require an amendment to the MTP as long as the roadway alignment and design is in basic accordance with the plan.

The implementation of future thoroughfare alignments may vary somewhat from this plan and will be determined through the subdivision development process and the preliminary engineering phase of construction. Slight modifications to thoroughfare locations, such as minor deviations of an alignment several hundred feet one way or another or changes in roadway curvature, may be approved by city staff as long as the intent of the Master Transportation Plan to provide system connectivity and appropriate types of facilities is not compromised. Any proposed development determined to be inconsistent with the MTP in terms of classification and/or location will require an amendment of the MTP before it can be approved. Property owners, land developers, and city staff may propose changes to the Master Transportation Plan. Any MTP amendment must be presented to the Addison Planning & Zoning Commission and City Council for public hearings and approval.

This plan looks ahead to approximately 2040 in terms of its horizon; however, periodic review of the document (approximately every five years) is recommended so that the Town and the community have an opportunity to:

- Assess changes to existing and future transportation-related conditions
- Explore evolving community attitudes and desires
- Incorporate emerging transportation concepts, techniques, and technologies
- Revisit the list of recommended actions and improvements and revise as necessary

The needs and desires of the public are important considerations in Addison's decision-making process. Major transportation projects and studies may warrant additional community input opportunities similar to the process utilized during the development of this plan. These projects may include corridor studies, bicycle and pedestrian facility implementation, and future updates to the MTP. A major review of the plan should be undertaken approximately every five years to evaluate traffic and growth trends and to assess the goals, policies, and recommendations in the plan. Minor amendments can be made prior to a major update to incorporate the results of other specialized transportation studies or to reflect interim changes to the Thoroughfare Plan Map.

APPENDIX

PUBLIC INPUT SUMMARY

Kick-Off Meeting - March 14 & 16, 2016

Participant Demographics

Number of Participants	03/14/2016	03/16/2016
Number of Addison resident participants	37	21
Number of Addison-area worker participants	3	1
Gender	03/14/2016	03/16/2016
Male participants	13	14
Female participants	20	12
Involvement in Addison	03/14/2016	03/16/2016
Owner/Representative of owner of commercial property (not business owner)	0	0
Owner/Representative/Employee of a business (not owner of the property)	1	0
Owner of a business and commercial property	1	0
Resident, but not a homeowner	4	3
Owner and resident of a home	28	23
None of the above	0	0
Length of Residency	03/14/2016	03/16/2016
Less than one year	1	2
One to five years	9	5
Six to 10 years	5	8
More than 10 years but less than 20 years	14	5
20 years or more	4	6
Don't live in Addison	1	0

Transportation Priorities

What are Addison's transportation priorities for the future?		
Prepared list of priorities	03/14/2016	03/16/2016
Develop more efficient traffic circulation	10	8
Improve transportation safety	7	4
Provide more transportation choices/alternatives	2	4
Support Addison's economic development goals	12	3
Encourage an active, healthy lifestyle	10	9
Minimize the impact of transportation on the environment	6	3
Accommodate physically challenged individuals (accessibility)	1	2
Maximize the opportunities available within the existing transportation infrastructure	6	2
Plan, design, and fund new transportation infrastructure needs	3	3
Maintain the existing transportation infrastructure properly	9	4
Additional write-in priorities and comments	03/14/2016	03/16/2016
Get the Cotton Belt by 2019	9	5
East-West Beltway Trails (from Cantina Laredo to Tollway)	2	2
Better Marketing to create awareness of other Belt Line routes (e.g. Arapaho Rd.)	2	2
Improve pedestrian safety in and around Addison Circle	4	3
Educate use of traffic circles	2	1
More sidewalks	4	7
Traffic Calming on Beltway	4	3
Consider use of more roundabouts to facilitate traffic flows in high density areas. More RA's could become a distinctive Addison branding feature. To facilitate traffic flow and display art sculpture at the center.	1	

What are Addison's transportation priorities for the future?

Additional write-in priorities and comments	03/14/2016	03/16/2016
Wider sidewalks – need room for bikes.	1	2
Transform Addison into an eco-friendly, walkable, connected-via-pedestrian and bicycle pathways, beautiful urban environment that is the gold standard for urban planning.	4	8
Improve traffic safety at Montfort/Valley Verde/ Palladium		5
Improve walkability on Eastside of Tollway		3

Visual Preference Priority Boards

Health and Safety	03/14/2016	03/16/2016
Active Transportation	4	3
Walkable Neighborhoods	3	7
Traffic Calming	3	2
Accessibility	0	2
Public Investment and Economic Development	03/14/2016	03/16/2016
Roadway Improvements	1	1
Context Sensitive Street Design	9	1
Transportation to Support Economic Development	2	3
Streetscape Improvements	2	0
Transportation Efficiency	03/14/2016	03/16/2016
Traffic Circulation	0	1
Intersection Improvements	3	5
Improved Transit Service	0	1
Connectivity	3	2
Transportation Choices	03/14/2016	03/16/2016
Bicycling	5	6
Local/Circulator Transit	2	4
Walking	3	6
Express/Regional Transit	0	0

Additional Priorities (Flip Chart Comments)

	03/14/2016	03/16/2016
Sidewalks	2	1
Crosswalks	3	1
Ability to walk down Addison Road from the circle at least to Keller Springs - Town-owned land is a mess to walk by	1	
Across Belt Line in all intersections pedestrian markings		4
2019 or later on Cotton Belt		1

Desired Connections (Flip Chart Comments)

- Jump on/off bus/trolley Friday/Saturday PM up and down Belt Line to get rid of traffic and reduce drunk driving
- Events, especially Kaboom Town, have later run of busses to follow event and 1-2 hours
- DART connections to Airport (DFW and Love)
- Sidewalk gaps – Airport post office and Mary Kay
- Improve bus shelters/stops
- Improve Kaboom Town traffic routing
- Pedestrian crossing over the Tollway to connect East and West Addison
- Left-hand turn onto Belt Line from Southbound Dallas Parkway
- Next bus and routing technology at bus stops
- Rationalize parking
- In the Belt Line/Midway area near the new development – more internal transit circulation or else it will seem isolated
- Awareness of the bus/transit center and connections
- Improve bus shelters – seats, coverings
- Constant buses every half hour
- Beltway and firehouse crossing – confusing signage for motorists has made intersection very dangerous
- Park with trail across Tollway to Village on the Parkway
- Possible East/West DART train line
- DART bus traffic signal priority
- East West connectivity to Village on the Parkway
- Eastside Addison (East of Tollway) needs to be top of mind
- Walkability from Finance building to Winn Park

Desired Connections (Flip Chart Comments)

- East/West Transit Connectivity
- Arapaho and DNT pedestrian crossing not safe
- Signal timing coordination (like Belt Line)
- Cotton Belt Line
- Tollway-Frontage Road back up traffic
- Educate bikes on prepping pedestrians for them coming up behind them
- Bring “bike-share” to Addison
- Zip Cars – maybe test out with a local company
- Connections from Airport to hotels/conference centers
- Need pedestrian crossing on Montfort at Village on the Parkway Desperately
- Light at Montfort and Verde Valley into Oaks North – that intersection is Dangerous. Something creates a scenario where cars run that light regularly. I was almost killed multiple times and I know to approach with caution. Please! Thank you.
- Improve pedestrian access from Finance Building to Winn Park
- Beacons for trail crossings

Existing Transportation Concerns (Flip Chart Comments)

- Volumes on Beltway (and speeds)
- Pedestrians crossing Montfort near Village
- Proton and Ridge Lake sight issues
- More marked pedestrian crossings – Zebra markings
- Controlled trail crossing Beltway and fire station
- Pedestrian controls/safety
- No stop signs for speed and control – noise
- Minimize construction impact on Midway traffic
- More consistency and visibility for pedestrians (no pavers)
- Traffic calming in high pedestrian areas – public information
- Increased wayfinding and more visible (signing)
- Trail connectivity to neighboring communities
- Pedestrian cross markings on/across major roadways (Addison, Midway, Belt Line, etc.)
- Near Town Hall
- Connection from SF Residential area to all surrounding areas. Trails go no where
- No steps on Proton or Azure at or near Sherlock on bike trail
- Encourage bicycle parking at businesses

Existing Transportation Concerns (Flip Chart Comments)

- Better detection for cyclists
- More East-West connectivity (Beltway?) or Valle Verde to the west
- Way for residents to get around town without going on principal arterials
- Early morning flashing lights instead of timed red/yellow
- Long light at Beltway/Midway already. What is impact of new residents where Sam's is now? How many times will it take to get through light?
- Left turn signal at Belt Line and Surveyor. Lots of times the arrow doesn't turn and it goes to regular green light
- Seriously fix Montfort Crossing (Dallas)
- Widen Valley Verde (Dallas)
- Signal change time – Valley Verde/Montfort
- Should not night flash

Kick-Off Meeting Comment Cards - March 14 & 16, 2016

	03/14/2016	03/16/2016
Number of persons signed-in	44	31
Number of comment cards returned	34	26
Gender	03/14/2016	03/16/2016
Male	39%	54%
Female	61%	46%
Age group	03/14/2016	03/16/2016
0-17	-	-
18-30	6%	4%
31-50	9%	23%
51-64	38%	31%
65-79	44%	35%
80+	3%	8%
I am most involved in Addison as:	03/14/2016	03/16/2016
Owner/representative of an owner of commercial property (but not a business owner)	-	-
Owner/representative/employee of a business in Addison (but not owner of the property)	3%	-
Owner of a business and commercial property in Addison	3%	-
Resident, but not a homeowner	12%	12%
Owner and resident of a home in Addison	82%	88%
None of the above describes my involvement in Addison	-	-
I have lived in Addison for:	03/14/2016	03/16/2016
Less than one year	3%	8%
One to five years	26%	19%
Six to 10 years	15%	31%
More than 10 years but less than 20 years	41%	19%
20 years or more	12%	23%
I don't live in Addison	3%	-

Comment Card General Comments - March 14, 2016

- Aesthetics on new construction.
- Remember to consider the additional traffic volume that may result from the development planned at Preston/Alpha/Valley View mall area.
- Sidewalks too narrow for bicycles. As a runner, I have been nearly run over several times & bike riders seem to think I am the problem!
- Crosswalks!
- Need better traffic flow at major intersections.
- Promote DART buses for residents.
- Keep fighting to bring DART rail to Addison.
- Speed bumps vs. stop sign at Beltway & Les Lacs.
- Yes for stop sign @ Le Lacs.
- As I am a walker, I am in favor of stop sign at Les Lacs & Beltway
- Want the stop sign at Beltway & Les Lacs.
- I want the stop sign at Les Lacs & Beltway - Be a lot safer.
- Thanks for the presentation and open communication.
- Just keep us informed of plans.
- Make use of existing infrastructure: Better maintain existing streets and sidewalks. Fill gap in sidewalk system near post office and DART bus stops.
- Provide more hike and bike connections: Wrapping around the perimeter of 15777 Quorum Drive Apartments there is a public easement that is designated as a fire lane where automobiles are prohibited. It is an underutilized section of expensive concrete. It should be recognized for its auxiliary purposes that the public is using it for including pedestrian walkway, dog path, and bike traffic.

Comment Card General Comments - March 16, 2016

- Very skeptical of most “traffic calming” measures. Most that I have seen (as in Farmers Branch, etc.) are more aggravating than calming!
- We need to tie our pedestrian friendly areas together in a pedestrian friendly way. Belt Line is a horrible connection.
- More pedestrian friendly sidewalks.
- Add way to access east and west Addison south of Beltline; somehow get to Beltway Dr.
- Live off Montfort - very hard to cross Montfort to get to Village
- More parking for visitors to Village on the Parkway
- I am not at this time prepared to offer improvement suggestions, other than to say I am chagrined that Council members let vociferous citizens bully them for fear of not getting re-elected. As an engineer and past developer, I can say that your only primary east-west thoroughfare will continue to become more and more congested unless you can find a few small ways to help relieve the local traffic on B.L. “Calming” simply adds to congestion.
- Some kind of public transit.
- Create “people mover” carts by drivers.
- Zip cars & bicycle rental.

Master Transportation Plan 2016 Update

Addison Town Council Briefing

April 12, 2016

Kimley»Horn



Community Input and Findings

- Community meetings
 - Kick-off to provide information and gather input about issues and priorities
 - Follow-up to get feedback on alternatives
- Web-based information and engagement
 - Project website
 - Online surveys (1 or 2 surveys; Survey 1 complete)
- Advisory Group meetings
 - 2 or 3 meetings
- Council briefings
- Public hearings
 - P&Z
 - City Council

7

Community input process

- Two Community Meetings
 - March 14
 - March 16
- Online Survey
 - March 21 – April 8



8

Kick-off Meetings and Online Survey

9

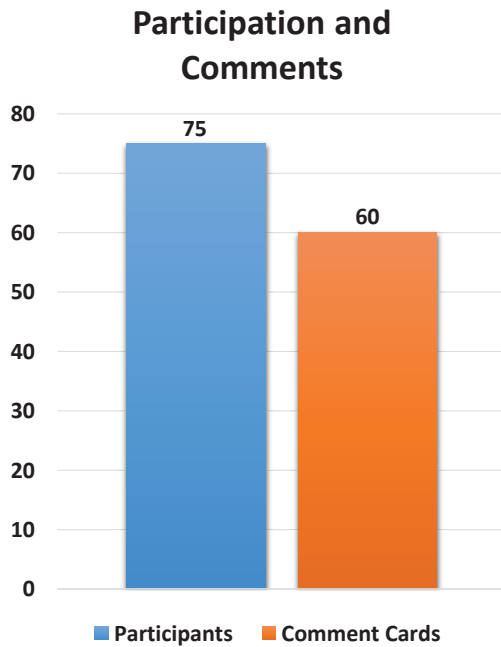
Demographics

10

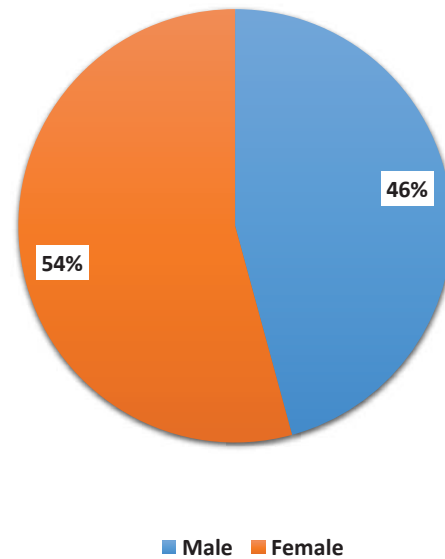
Participation and Gender



Kick-off Meetings



Gender

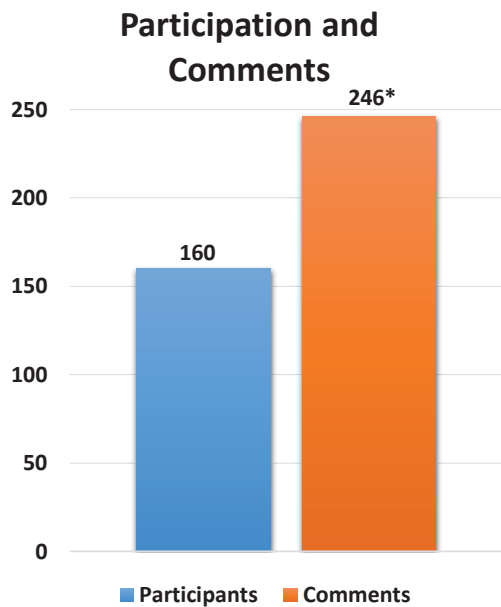


11

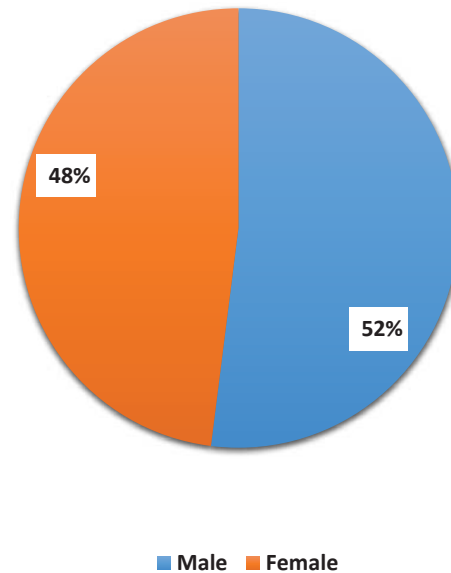
Participation and Gender



Online Survey



Gender



* There were 5 questions with opportunities to comment; the number of comments for each of these question ranged from approximately 30 to 60

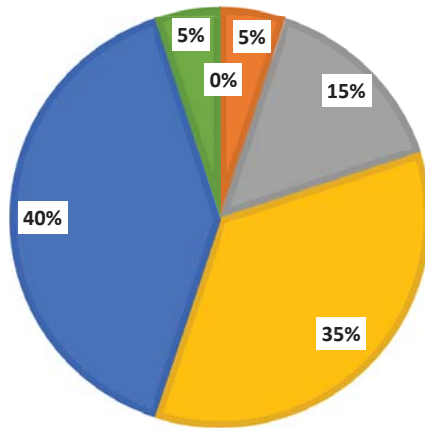
12

Age and Residency



Kick-off Meetings

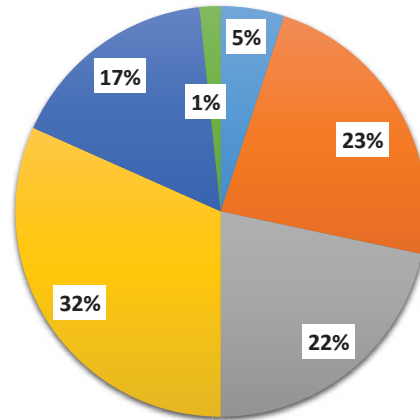
Age of Participants



0-17 18-30 31-50
51-64 65-79 80+

0% - 0-17 years

Length of Residency



< 1 year 1 - 5 years
6 to 10 years >10 but < 20 years
20+ years Not a resident

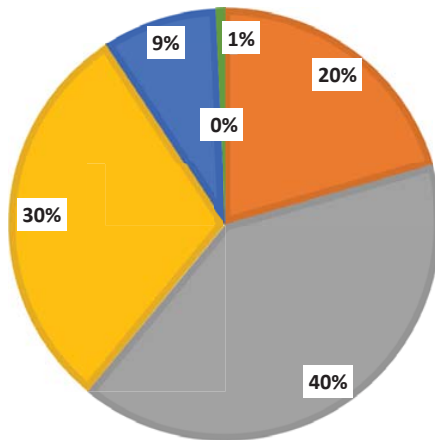
13

Age and Residency



Online Survey

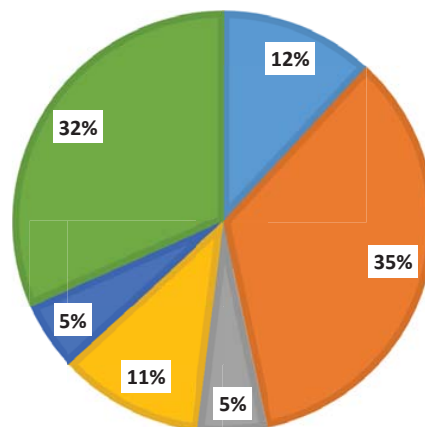
Age of Participants



0-17 18-30 31-50
51-64 65-79 80+

0% - 0-17 years

Length of Residency



<1 year 1 - 5 years
6 - 10 years >10 but <20 years
20 years or more Not a resident

14

Most involved in Addison as...



Kick-off Meetings

Rank	Description	Number (60)	%
1	Owner and resident of a home in Addison	51	85%
2	Resident, but not a homeowner	7	12%
3	Owner/representative/employee of a business in Addison (but not owner of the property)	1	1.5%
4	Owner of a business and commercial property in Addison	1	1.5%
	Owner/representative of an owner of commercial property (but not a business owner)	0	0%
	None of the above describes my involvement in Addison	0	0%
<i>Note: Two homeowners indicated that they also work in Addison</i>			

Most involved in Addison as...



Online Survey

Rank	Description	Number (152 total)	%
1	Resident, but not a homeowner	50	33%
2	Owner and resident of a home in Addison	43	28%
3	Owner/representative/employee of a business in Addison (but not owner of the property)	39	26%
4	None of the above describes my involvement in Addison	15	10%
5	Owner of both a business and commercial property in Addison	3	2%
6	Owner/representative of an owner of commercial property (but not a business owner)	2	1%

Transportation Priorities

17

Transportation Priorities



Kick-off Meetings

Transportation Priorities for Addison's Future		
Rank		Total
Prepared list of priorities		
1	Encourage an active, healthy lifestyle	19
2	Develop more efficient traffic circulation	18
3	Support Addison's economic development goals	15
4	Maintain the existing transportation infrastructure properly	13
5	Improve transportation safety	11

18

Kick-off Meetings

Transportation Priorities for Addison's Future		
Rank		Total
Prepared list of priorities		
6	Minimize the impact of transportation on the environment	9
7	Maximize the opportunities available within existing transportation infrastructure	8
8/9	Provide more transportation choices/alternatives	6
8/9	Plan, design, and fund new transportation infrastructure needs	6
10	Accommodate physically challenged individuals (accessibility)	3

19

Kick-off Meetings

Transportation Priorities for Addison's Future		
Rank		Total
Top write-in priorities at station		
1	Get the Cotton Belt by 2019	14
2	Transform Addison into an eco-friendly, walkable, connected via pedestrian and bicycle pathways, beautiful environment that is the gold standard for urban planning	12
3/4	More sidewalks	11
3/4	Bicycling	11
5/6	Walkable neighborhoods	10
5/6	Context sensitive street design	10

20

Ranking of Transportation Issues



Rank	Issue	Score
1	Traffic congestion (high traffic volumes, crowded intersections)	5.58
2	Lack of features and accommodations for pedestrians and bicycles (sidewalks, trails, handicap ramps, safe street crossings, trees/shade, lights in pedestrian areas, etc.)	4.65
3	Commitment to Cotton Belt DART rail line in the near future	4.46
4	Lack of east-west connectivity in Addison (vehicular, pedestrian, bicycle connections)	4.30
5	Pass-through traffic (a vehicle trip that passes through Addison, but neither starts nor ends here)	3.43
6	Cut-through traffic in residential neighborhoods (a vehicle trip that passes through a neighborhood, but neither starts in that neighborhood nor ends there)	3.18
7	Traffic speeds (vehicles traveling faster than the posted speed)	2.99

Online
Survey

21



Alternative Modes of Transportation: DART Walking Biking (Online Survey)

22

DART

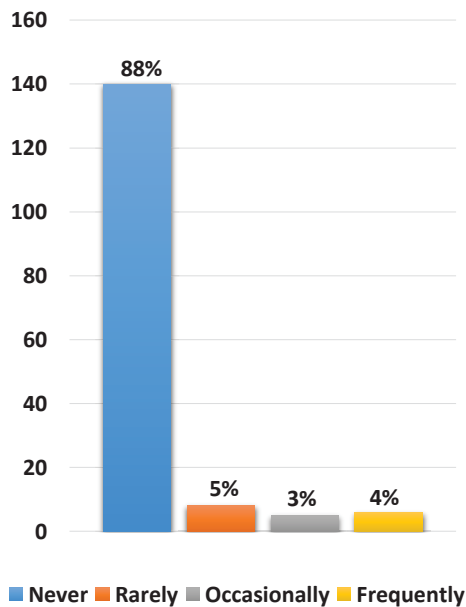
23

Have you ridden a DART **bus** to/from Addison...

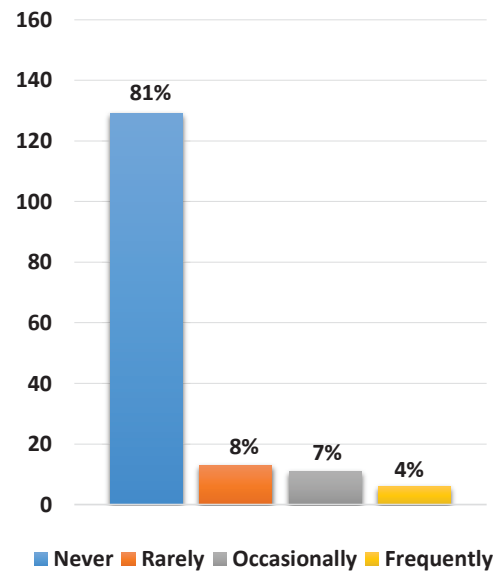


...in the past 12 months?

To work



For entertainment,
recreation



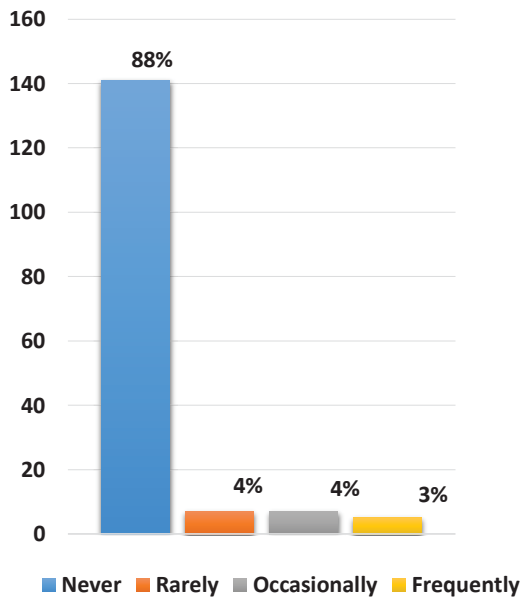
24

Have you ridden a DART **bus** to/from Addison...



...in the past 12 months?

For shopping, dining

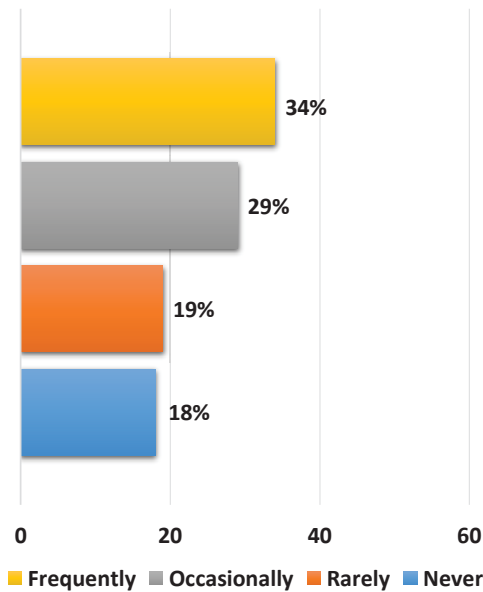


25

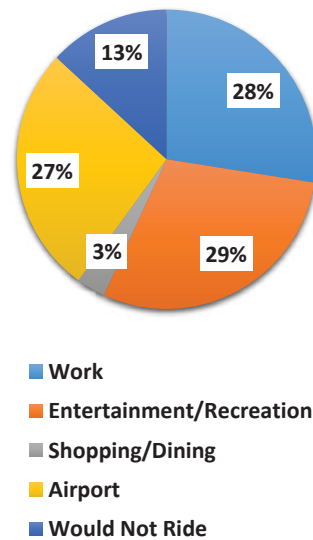
If DART **rail** were available in Addison...



...how often do you think you would ride?



...for what purpose would you ride the most?



26

Walking

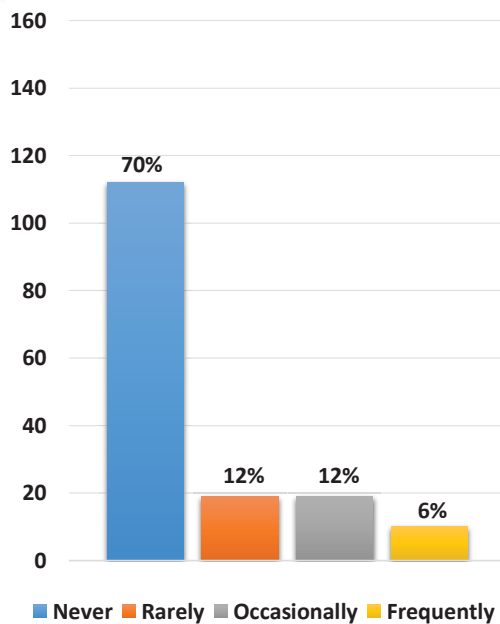
27

Have you walked in Addison...

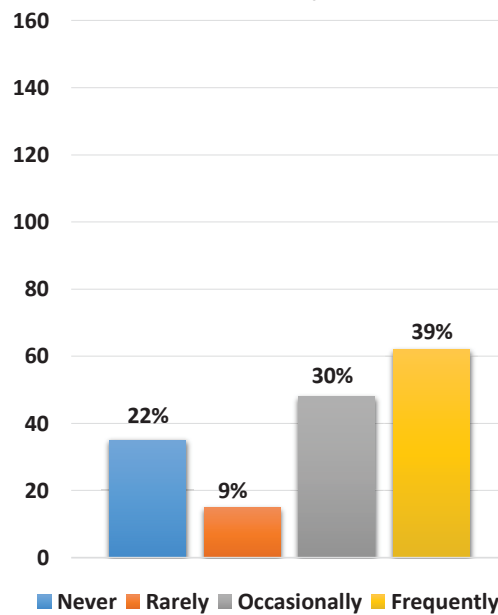


...in the past 12 months?

To work



For recreation, fitness



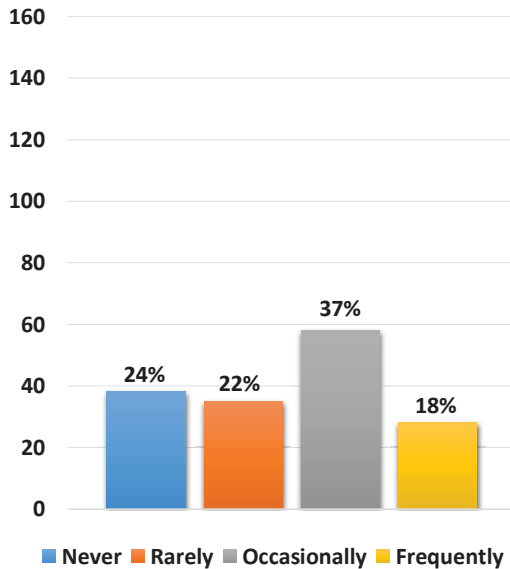
28

Have you walked in Addison...



...in the past 12 months?

For shopping, dining,
entertainment

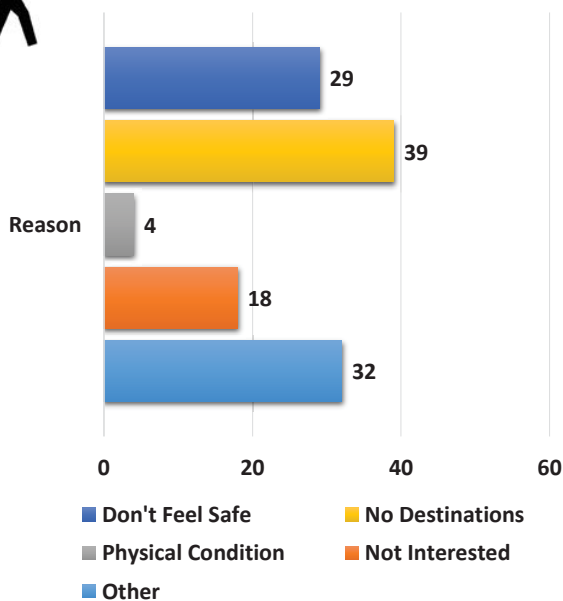


29

If you don't walk...



...what is the reason? *



Other reasons (write-in)

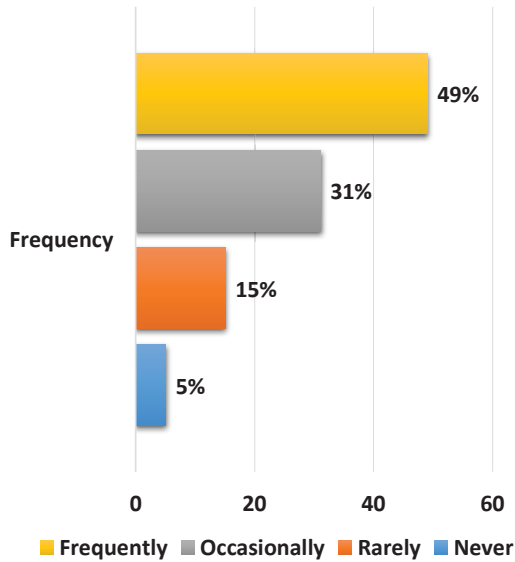
- Too far between origin and destination
- Few destinations within walking distance
- Problems with sidewalks (missing sections)
- Difficult to cross Belt Line; difficult to cross the Tollway
- Don't have time
- Have other transportation
- Poor connectivity to destinations
- Lack of amenities
- Dogs not on a leash
- If going somewhere with other people, they may not want to walk

* Respondents were able to select more than one answer;
numerical value above does not reflect a percentage

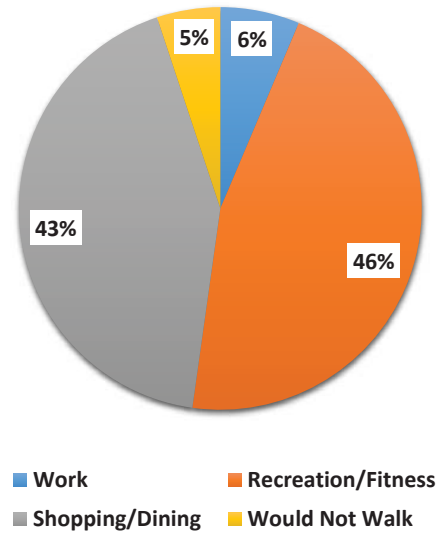
30



...how often do you think you would walk?



...for what purpose would you walk the most?



31

Biking

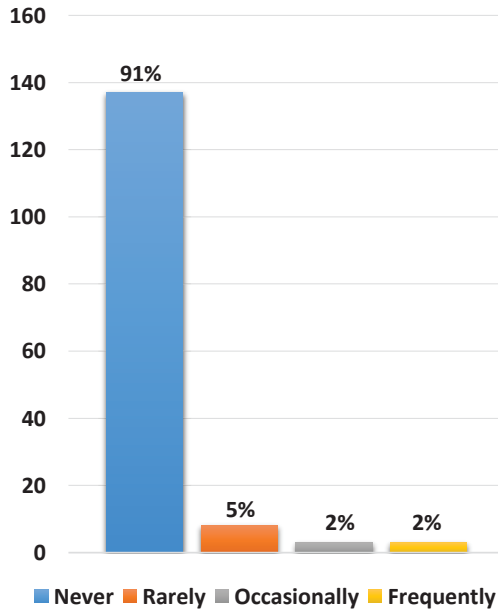
32

Have you ridden a bike in Addison...

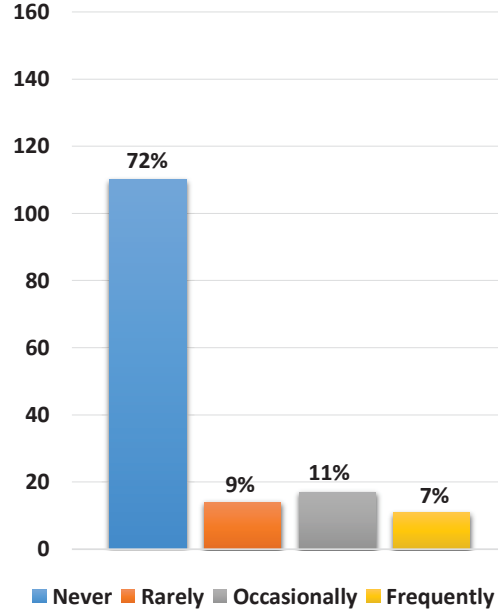


...in the past 12 months?

To work



For recreation, fitness



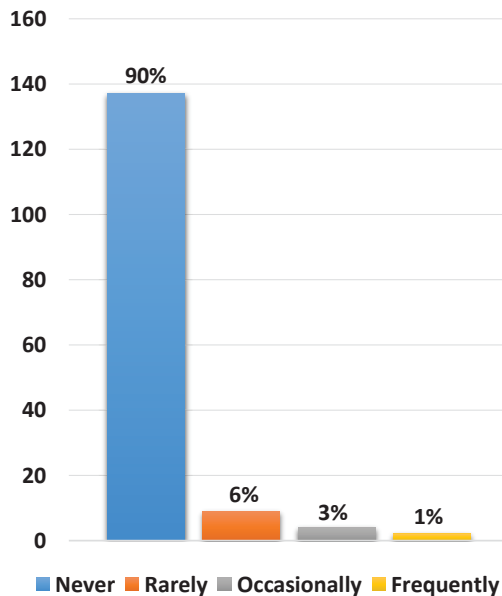
33

Have you ridden a bike in Addison...



...in the past 12 months?

For shopping, dining, entertainment

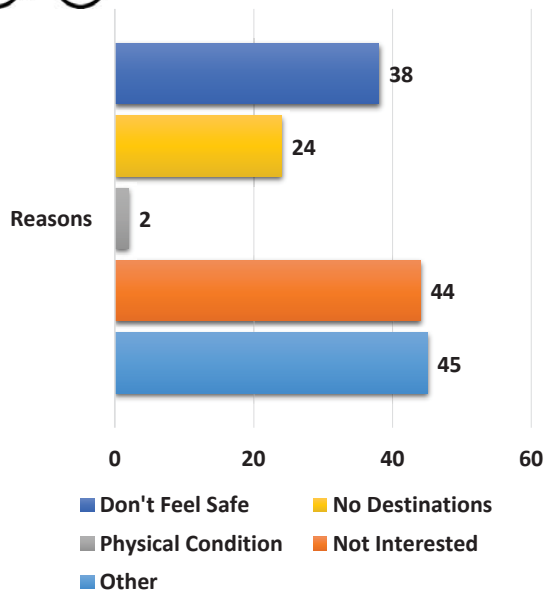


34

If you don't ride a bike...



...what is the reason? *



Other reasons (write-in)

- Don't own a bike
- Too far between origin and destination
- Prefer to walk
- Don't have time
- Have a car
- Poor connectivity to destinations
- Lack of cycling amenities
- Texas heat
- If going somewhere with other people, they may not want to ride a bike

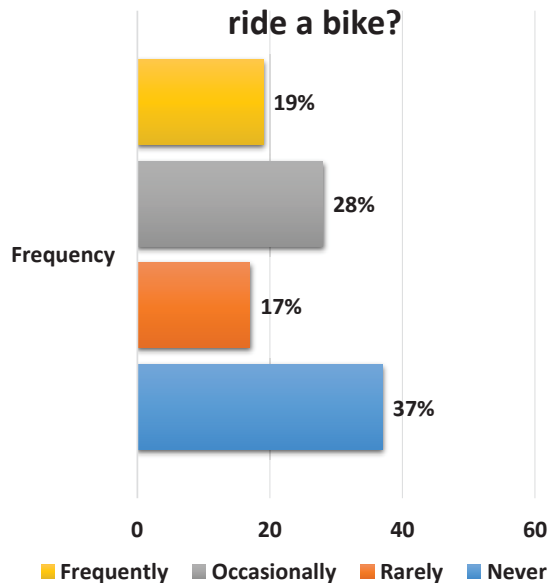
* Respondents were able to select more than one answer; numerical value above does not reflect a percentage

35

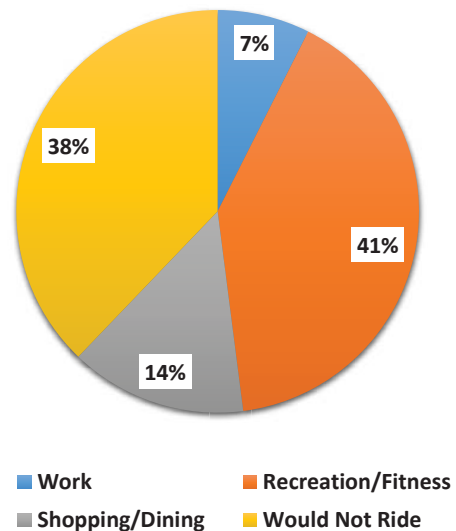
With better bicycle accommodations...



...how often do you think you would you ride a bike?



...for what purpose would you ride the most?



36

Destinations to walk to:

- Village on the Parkway
- Addison Circle
- Restaurants, shopping on Belt Line, Midway, Marsh
- Work
- Parks, trails, Athletic Club
- Events in Addison
- DART transit center

Destinations to bike to:

- Village on the Parkway
- Addison Circle
- Restaurants, shopping on Belt Line, Midway, Marsh
- Work
- Parks, trails, Athletic Club
- Events in Addison



37

Overall Observations

38

- Strong desire for east/west connectivity
- Support for a more efficient transportation system (less congestion, better traffic flow)
- Safety concerns with crossings of the Tollway and Belt Line Road and issues in the Montfort Road area
- Support for DART rail to:
 - Work
 - Entertainment/Recreation
 - Airport

39

- High level of interest in a healthy lifestyle with strong demand for better pedestrian accommodations and some (but less) demand for better bicycle accommodations
- Destinations of most interest include:
 - Village on the Parkway
 - Addison Circle
 - Parks and recreation amenities
 - Restaurants, shopping on Belt Line, Midway, Marsh
- Support for aesthetics and an appealing public realm

40

Community Meeting #2 - July 28, August 2, & August 29, 2016

Participant Summary

- 54 Residents
- 5 Employees (1 from outside Addison)

Master Transportation Plan and Cross Sections

Flip Chart Comments

- Pedestrian crossing over Tollway ✓
- Do we need stop signs on Beltway?
- No stop signs on Beltway.
- Implement res. collector on Beltway.
- Reevaluate the traffic signs on Les Lacs and Proton.
- Connection for east-west Addison - Park/ pedestrian bridge on Tollway is big idea.
- Add lighting/illumination on cross sections.
- Future analysis should include real estate value analysis.
- One output should be a master trails plan (with gaps identified).
- Plan should include recommendations on Tollway crossing and Beltway to Inwood extension.

Connectivity Plans and Multi-Modal Street Design Elements

Are the proposed connectivity plans consistent with your priorities for mobility in Addison? (dot votes)

	Yes	Neutral	No
Active Transportation	17	3	1
Transit	13	5	1

Flip Chart Comments

- Addison/Trinity Athletic Complex – Athletic Complex no longer exists. Park is still there behind the school
- Mark Sojourn yellow (Active Transportation Corridor)
- Belt Line crossing for sidewalk or back to Surveyor
- Look at Vitruvian connection

Corridor Case Studies

Are the proposed corridor case study concepts consistent with your priorities for mobility in Addison? (dot votes)

	Yes	Neutral	No
Addison Road	14	6	2
Belt Line Road	17	5	0
Montfort Road	12	6	4
Quorum Drive	14	6	0
Le Grande Drive	7	9	5

Additional Comments on Boards

Montfort Drive

- what about cross traffic for pedestrians?
- A concern for Montfort losing any drive space due to high traffic on this street

Addison Road

- priority should be economic not aesthetic

Quorum Drive

- proposed pedestrian crossing would have adverse effect on future development

Le Grande Drive

- An island at Beltway will prevent left and right turns at the same time and limit mobility
- Le Grande is only accessible into and out of this neighborhood
- Some concern here for plan for sidewalk on both sides versus a sidewalk on just one side that is consistent with the rest of the entire Midway Meadow area

Flip Chart Comments

- Going south on Quorum to Verde Valley – traffic is backed up around 5pm traffic – huge bottleneck.
- No bikes on Montfort going toward Verde Valley – lots of drunk drivers Thursday-Sunday.
- No bikes on all roads, as is the law. Sharrows, perhaps.
- Look at traffic tie-ups, especially at major

intersections, such as Beltline and Midway, Arapaho and Addison Road, etc. – experiment with changing traffic light patterns to improve the traffic flow.

- Bikers learn etiquette when on walking paths.
- Quorum between Belt Line and Dallas Parkway (where office buildings and shops are) – have sidewalks the entire way.

Flip Chart Comments (continued)

- Montfort near Belt Line – some of it is higher and lower grade – keep foliage in medians low (short) so that you can see traffic and turn in traffic – high foliage blocks the view and makes it dangerous to drive in that area.
- Belt Line Rd. #1 priority.
- In order for walkway to be more “pedestrian friendly”, cover them with a shade structure.

Community Meeting #2 Comment Cards

	Total
Number of persons signed-in	67
Number of comment cards returned	50
Gender	
Male	56%
Female	44%
Age group	
0-17	0%
18-30	8%
31-50	16%
51-64	34%
65-79	38%
80+	4%
I am most involved in Addison as:	
Owner/representative of an owner of commercial property (but not a business owner)	0%
Owner/representative/employee of a business in Addison (but not owner of the property)	7%
Owner of a business and commercial property in Addison	0%
Resident, but not a homeowner	10%
Owner and resident of a home in Addison	83%
None of the above describes my involvement in Addison	0%
I have lived in Addison for:	
Less than one year	6%
One to five years	25%
Six to 10 years	21%
More than 10 years but less than 20 years	31%
20 years or more	18%
I don't live in Addison	0%

Comment Card General Comments

- I am in favor of bike lanes on busy street that would include Montfort, Belt Line, Midway, Verde Valley, Marsh, etc.
- Belt Line between Marsh and Midway is #1 importance.
- Beautify Belt Line Rd; Find ways to improve traffic flow on Belt Line - service road to connect the restaurants; Cotton Belt line
- No stop sign on Beltway at Park Place.
- Good ideas.
- I will always vote in favor of improved aesthetics (sidewalks, trees, etc.) first
- Absolutely love the Le Grande concept.
- The many trees in the plan will require lots of water - a rare commodity.
- My objective in participating is to convey my opinion for the future: enhance walkability with new development and enhance/add bike lanes
- Pedestrian crossing over tollway
- Connectivity ideas that pull folks out of their cars: bicycle sharing, car sharing
- I love the residential collector plan (specially Beltway)
- Hard to see narrowing the streets so you can add trees and bushes. Wide roads are good and faster for traffic, especially on Montfort.
- Are we just looking for ways to spend money in order to make Addison something special? Will the cost of all these plans bring people to Town who will spend money we don't already have? Will we actually be increasing the economic viability and tax income of the Town?
- Appreciate the effort.
- I know it's expensive but I would like for under-grounding of utilities always be considered with future road projects.
- Consider trail maps at various major intersections on trails. Perhaps include mile distances and marker on trails. Would also be nice to have a web link or QR code to download a map or interactive app to navigate trails. Consider using existing sidewalks and streets rather than new trails where possible. Example: Surveyor is a much nicer walk on the sidewalk on the street vs. the trail from Beltway to Belt Line.
- It would be more professional if presenters were introduced or self-identified with first and last names and their roles in the study.
- Need to look at connectivity of trails north to south as not totally available yet from Brookhaven to far North Addison—example—crosswalks for Belt Line thru to Arapaho.
- Really appreciate the work done on this project! I agree with the directions of the plans presented. Let's hope the ideas are implemented sooner rather than later—and with much community conversation and cohesiveness.

- A. The only reason people “walk” is (1) so that the dog craps somewhere else (2) to get to retail/restaurants close by, or (3) one cannot afford a car. It is okay to accommodate pedestrians, but many times money can be better spent elsewhere.
- B. Addison needs more residents to use all these grand designs. Consider rezoning some vacant commercial to PD/multi-family.
- C. I think the Town is MUCH TOO interested in spending other people's money than in being frugal and living with/being satisfied with what we have. That is if there is currently a real need, then redevelop to the need. Otherwise, leave it alone.
- D. “Sense of Place” is an architect's/planner's term that means NOTHING.
- Maybe there's no real reason to not narrow Le Grande, but is there a pressing need to do so? On street parking changes would not help or enhance the street. Just be certain to leave 2 lanes for left & right turns at Beltway. Redeveloping this street might be a waste of money.
- The primary goal for all of this should be simply to encourage more new development of vacant land, lease vacant commercial space, and redevelop under-used real estate. Only. Any other use of public money should go for solving real problems/issues, not just for spending money that cannot improve economic vitality. Economics should not be outside the considerations.
- Transit connectivity is really important. I live in Post Addison Circle and work on the Tollway & Quorum and the sidewalk does not go all the way down to Quorum. I would love to walk or bike to work but I currently can't. The proposed transit connectivity plan would be really good and would influence me to buy a home in Addison as I will be buying in the next 2 years. I found out about the meeting through a postcard in the mail.
- Please also prioritize purpose into the master plans for transportation for our area. We want to avoid the lack of planning that we see in the current I 635 westbound to I 35 southbound that is creating such a bottle neck in traffic every day at that intersection.
- I really don't have much of an opinion. Just here to learn what's going on
- Good work and thought processes. I agree with the owner on Le Grande that nothing needs doing.



TOWN OF ADDISON, TEXAS

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF
ADDISON, TEXAS APPROVING THE 2016 ADDISON MASTER
TRANSPORTATION PLAN AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, in November of 2015, the City began the process of updating the City's Master Transportation Plan; and

WHEREAS, the process to update the Master Transportation Plan included multiple community meetings, the appointment and involvement of an advisory committee that included residents and business representatives, and public hearings before the Planning & Zoning Commission and the City Council; and

WHEREAS, the Planning & Zoning Commission unanimously recommended approval of the 2016 Master Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
TOWN OF ADDISON, TEXAS:**

Section 1. The 2016 Addison Master Transportation Plan, a copy of which is to be maintained in the office of the City Secretary is hereby approved.

Section 2. This Resolution shall take effect from and after its date of adoption.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the 14th day of November, 2016.

Todd Meier, Mayor

ATTEST:

By: _____
Laura Bell, City Secretary

APPROVED AS TO FORM:

By: _____
Brenda N. McDonald, City Attorney

AI-1980

10.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: General Services

AGENDA CAPTION:

Present And Discuss **Matters Related To Procuring Entertainment For Addison Special Events.**

BACKGROUND:

At a previous Council meeting in 2016, Council asked staff to update the Council early on in the process regarding the selection criteria for potential entertainment for Addison special events.

Staff would like to provide the Council an update on our entertainment plans for Taste Addison 2017.

RECOMMENDATION:

Information only, no action required.

AI-1996

11.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: City Manager

AGENDA CAPTION:

Closed (executive) session of the Addison City Council pursuant to:

Section 551.074, Tex. Gov. Code, to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee, pertaining to:

- **City Secretary Evaluation**
- **Municipal Judge Evaluation**

BACKGROUND:

N/A

RECOMMENDATION:

N/A

AI-1997

12.

Work Session and Regular Meeting

Meeting Date: 11/14/2016

Department: City Manager

AGENDA CAPTION:

RECONVENE INTO REGULAR SESSION: In accordance with Texas Government Code, Chapter 551, the City Council will reconvene into Regular Session to consider action, if any, on matters discussed in Executive Session.

BACKGROUND:

N/A

RECOMMENDATION:

N/A
